The Hong Kong Daily Press.

No. 5653 • 第五千六百五十三號 光緒乙亥年十二月初九日 HONGKONG, WEDNESDAY, JANUARY 5TH, 1876. 禮拜三 英正月五號 香港 [PRICE $2½ PER MONTH.

Arrivals.

January 3, PERNAMBUCO, British str., 648, W. Hyde, Bangkok 25th Dec., General.—LANDSTEIN & Co.

January 3, MONTGOMERYSHIRE, British str., 1,146, J. Sturrock, Hiogo 27th Dec., Ballast.—H. KIER.

January 4, AMOY, British str., 814, Drewes, Canton 3rd January, General.—SIEMSSEN & Co.

January 4, FUNG-SHUN, Chinese str., 862, Andrew, Shanghai 1st January, General.—C. M. S. N. Co.

January 4, YANGTSZE, British str., 783, E. Schultze, Shanghai 31st Dec., General.—SIEMSSEN & Co.

January 4, VENICE, British str., 1,271, J. H. Watson, Nagasaki 30th Dec., Coals and General.—JARDINE, MATHESON & Co.

January 4, KASHGAR, British str., 1,500, E. D. Baker, Bombay 14th Dec., Galle 20th, Penang 25th, and Singapore 28th, Mails and General.—P. & O. S. N. Co.

January 4, ORISSA, British str., 1,146, J. Reeves, Yokohama 28th Dec., General.—P. & O. S. N. Co.

January 4, CHIEN SHENG, British twin-screw str., 62, J. R. Broadley, R.N., Liverpool 28th August, Cadiz 8th, Gibraltar 9th, Malta 18th, Port Said 19th, Aden 4th October, Point de Galle 19th, Singapore 1st November, and Saigon 17th Dec.

January 4, NICOLINE, German bark, 313, H. Ahlmann, Keelung 1st January, Coals.—ARNHOLD, KARBERG & Co.

January 4, ESMERALDA, British str., 895, E. Theband, Amoy 3rd January, Tea.—A. MACG. HEATON.

January 4, ARRATOON APCAR, British str., 1,592, A. B. McTavish, Calcutta 17th Dec., Penang 25th, and Singapore 28th, 2,4?6 chests Opium, 7,214 bales Cotton, and 1, 567 slabs Tin.—D. SASSOON, SONS & Co.

January 4, PARADISE, German bark, 374, W. Thure, Cardiff 20th August, Coals.—SIEMSSEN & Co.

January 4, LOUISA, German 3-m. sch., 260, H. Scherloh, Chefoo 24th Dec., Beans and Vermicelli.—ED. SCHELLHASS & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JANUARY 4TH.

White Eagle, for Guam.
Cassandra, str., for Bangkok.
Johanne, for Takao.
Gunga, str., for Saigon.
Prince Louis, for Diamond Island.

Departures.

January 4, ARRATOON APCAR, str., for B'kok.
January 4, DORA, for Sual.
January 4, FUNG-SHUN, str., for Canton.
January 4, YANGTSZE, str., for Canton.

Passengers.

ARRIVED.

Per *Kashgar*, str., from Bombay, &c.:—

For Hongkong.

From Penang.—4 Chinese. From Singapore.—Messrs. Joseph and servant, J. Moses, and G. Abrahams.

For Shanghai.

From Southampton.—Messrs. H. A. Johnston and F. Yond.

For Yokohama.

From Brindisi.—Messrs. C. G. Dunlop and F. Whitaker.

Per *Yangtsze*, str., from Shanghai:—4 Europeans, deck, and 27 Chinese.

Per *Venice*, str., from Nagasaki:—Messrs. Eckels and Colaço, and 14 Chinese.

Per *Pernambuco*, str., from Bangkok:—33 Chinese.

Per *Fung-shun*, str., from Shanghai:—40 Chinese.

Per *Orissa*, str., from Yokohama:—Baron Von Overbeck, Dr. Knivert, Messrs. Haiché and Driscoll, 5 Japanese, and 10 Chinese.

Per *Esmeralda*, str., from Amoy:—180 Chinese.

Per *Arratoon Apcar*, str., from Calcutta, &c.:—Messrs. N. P. Dhalla, Arjanee, Haskima and servant, Vuzildar, Aderjee, and Mrs. Nathan and family, and 265 Chinese, deck.

Per *Louisa*, from Chefoo:—2 Chinese.

TO DEPART.

Per *Johanne*, for Takao:—2 Cabin.

Per *Cassandra*, str., for Bangkok:—20 Chinese.

Per *Gunga*, str., for Saigon:—145 Chinese.

Reports.

The British steamship *Orissa* reports left Yokohama on 28th December, and had fine weather.

The British steamship *Esmeralda* reports left Amoy on 3rd January, and had moderate monsoon and fine weather throughout.

The German bark *Nicoline* reports left Keelung on 1st January, and had moderate E.N.E. winds and fine weather.

The British steamship *Venice* reports left Nagasaki on 30th December, and had fresh monsoon throughout. The British bark *Oscar Vidal* left Nagasaki on the 30th for Shanghai.

The British steamship *Montgomeryshire* reports left Hiogo on 29th December, and experienced very fine weather on the Coast of Japan, and strong N.E. monsoon in the Formosa Channel.

The P. & O. mail steamship *Kashgar* reports left Bombay on 14th December, Galle on the 20th, Penang on the 25th, and Singapore on the 28th. Had moderate monsoon until the last two days, then got fresh monsoon to arrival.

The Chinese steamship *Fung-shun* reports left Shanghai on 1st January at 6.30 a.m., and had strong monsoon throughout; slowed down off Breaker Point at 4 p.m. on the 3rd, and arrived in port 7.30 a.m. on the 4th instant.

The British steamship *Pernambuco* reports left Bangkok on 25th December at 3 p.m., had in the Gulf light N.E. winds and moderate weather; from thence to port strong N.E. winds and equally weather; arrived and anchored off Green Island at 8.30 p.m. on the 3rd.

The British twin-screw steamer *Chien Sheng* reports left Liverpool on 28th August, Cadiz on the 8th, Gibraltar on the 9th, Malta on the 18th, Port Said on the 19th, Aden on the 4th October, Point de Galle on the 19th, Singapore on 1st November, and Saigon 17th December, and had strong N.E. winds up to 26th Dec., since which have had light and moderate Easterly winds and fine weather.

The British steamship *Yangtsze* reports left Shanghai on 31st December. Anchored at Woosung for 10 hours, on account of dense fog, experienced light N.E. airs and rainy weather to Tung-ying, thence to Swatow strong breeze, with rainy weather and high sea. From Swatow to Mendoza Islands light breeze and fine weather; from Mendoza to entrance of port strong breeze with thick foggy weather and rain, hove-to at midnight on account of fog and rain.

(*For continuation of Shipping Reports see third page.*)

Auction Sales To-day.

None.

To be Let.

TO LET.

THE HOUSES No. 3, ABERDEEN STREET and No. 38, HOLLYWOOD ROAD.
Apply to
A. F. ALVES.
18. 1m Hongkong, 3rd January, 1876.

TO LET.
With Immediate Possession.

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co.
The HOUSE, No. 35, Wellington Street, lately in the occupation of Messrs. ROSE & Co.
The DWELLING HOUSE and OFFICES, No. 1, Stanley Street, lately in the occupation of Messrs. DREYER & Co.
The DWELLING HOUSES, No. 13, Gage Street.
The DWELLING HOUSE, No. 4, Alexandra Terrace.
The STORE and DWELLING HOUSE, No. 31, Queen's Road, lately in the occupation of Miss GARRETT.
The HOUSE and OFFICES, No. 3, D'Aguilar Street, lately in the occupation of Mr. F. DEGENAER.
The STORE and PREMISES, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs. DUBOST & Co.
The Ground and First-floors of the HOUSE No. 1, Wyndham Street, with Stable attached.
DOUGLAS LAPRAIK & Co.
tf 1864 Hongkong, 5th January, 1875.

TO BE LET,
With possession on 1st February next,

THE RESIDENCE "IDLEWILD," situated on Seymour Road.
The House and Grounds command a fine view of the Harbour. A good Kitchen Garden, Stabling, &c., attached.
Apply to
MACEWEN, FRICKEL & Co.,
43, Queen's Road.
tf 1838 Hongkong, 15th December, 1875.

TO LET.

THE HOUSES Nos. 3, 5, 6, 7, and 8, WEST TERRACE.
Apply to
J. P. DA COSTA.
1m 1893 Hongkong, 27th December, 1875.

TO BE LET,
With Possession on 1st March next,

THE Commodious and Centrally situated DWELLING HOUSE, at present in the occupation of Dr. O'BRIEN.
For all particulars, apply to
ROBERT G. ALFORD,
Surveyor, Club Chambers.
1m 1894 Hongkong, 27th December, 1875.

TO LET.

THE PREMISES lately occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1875.

TO LET,
Possession on the 1st January, 1876,

THE PREMISES on the Praya, known as Messrs. DENT & Co.'s CENTRAL BUILDING.
ROZARIO & Co.
1587 Hongkong, 25th October, 1875.

TO BE LET,
With Immediate Possession,

THE HOUSE No. 7, Gough Street. Apply to
GIBB, LIVINGSTON & Co.
1473 Hongkong, 29th September, 1875.

TO LET,
With Immediate Possession,

THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBOURNE VILLAS, Bonham Road.
HOUSES on Upper Mosque Terrace.
All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to
T. G. LINSTEAD.
1464 Hongkong, 28th September, 1875.

TO LET.

SOME HOUSES on PEDDAR'S HILL, No. 2, SEYMOUR TERRACE, No. 7, GARDEN ROAD, known as "HARPERVILLE."
Apply to
DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 4th October, 1875.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to
REMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

TO LET.

THAT Commodious Three-storied HOUSE, No. 13, Peel Street, at present in the occupation of Mr. P. B. CAMA. Possession from the 1st proximo.
TATA & Co.
1m 1868 Hongkong, 21st December, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND......... 100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 „ 4 „ „
12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 12th August, 1875.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD.
tf 247 Hongkong, 23rd November, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

Notices of Firms.

NOTICE.

IN consequence of the Retirement of Mr. EDWARD NORTON from our Firm on 30th June last, our Business will, after this date, be carried on under the name and style of "NORTON & Co."
EDWARD NORTON & Co.
9 Hongkong, 31st December, 1875.

MR. CARL KREBS, has been duly authorized to SIGN our FIRM, per procuration, from this date.
MELCHERS & Co.
1 Hongkong, 1st January, 1876.

NOTICE.

WE have established BRANCHES of our FIRM at HAIPHONG and HANOI. Mr. E. CONSTANTIN is authorised to SIGN by procuration on Tonquin.
LANDSTEIN & Co.
3 Hongkong, 1st January, 1876.

NOTICE.

I HAVE This Day authorized Mr. J. Y. V. SHAW to SIGN my NAME per procuration.
A. MACG. HEATON.
8 Hongkong, 1st January, 1876.

HAVING resigned my Situation in the Yuen Fat Hong, I have this day established myself as MERCHANT and COMMISSION AGENT, under the Style of "SUN GHEE & Co."
C. SUN GHEE.
1685 Hongkong, 12th November, 1875.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

THE Undersigned, having given up his Agency for dealing in Steam Re-reeled Silk for KAI-CHEONG-LOONG, Canton, from the 1st day of August, 1875, will not be responsible for any accounts contracted for the aforesaid firm, either before or after the above date.
YOW KWOK CHUN,
NAM SING,
74, Queen's Road Central.
3m 1728 Hongkong, 20th November, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20°/. allowed.
HOLLIDAY, WISE & Co.,
Agents.
48 Hongkong, 8th January, 1875.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. tf 385

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.
1y 944 Hongkong, 18th June, 1875.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20°/. on the premia.
NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1876.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20°/.) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20°/.) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of $10,000 at the usual rates subject to an immediate discount of 20°/.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON.
1485 Hongkong, 27th September, 1875.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓°/.) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15°/.) only.
SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

Auctions.

PUBLIC AUCTION.

ELEGANT AND SUBSTANTIAL (MOSTLY ENGLISH MADE) HOUSEHOLD FURNITURE,
ENGRAVINGS, GLASSWARE,
PLATED WARE,
&c., &c., &c.,
AND
A SEMI-GRAND PIANO, BY COLLARD AND COLLARD.

THE Undersigned has received instructions from J. R. ANTON, Esq., to Sell by Public Auction, at his Residence, No. 1, Seymour Terrace, on
FRIDAY,
the 7th day of January, 1876, at 2 o'clock P.M.,—
The whole of his Elegant and Substantial HOUSEHOLD FURNITURE, &c., comprising:—Drawing Room, Dining Room, and Bed Room SUITES, English made Walnut Centre TABLES, Card TABLES, CHIFFONIER with Glass, COUCHES, CHAIRS, and WHATNOTS, English-made Mahogany Maroon Morocco Covered CHAIRS, English-made Marble-top TABLES, Pier GLASSES, ENGRAVINGS, CLOCKS, Crystal GASALIERS, Gas BRACKETS, CHINA, CARPETS, HEARTHRUGS, Window CURTAINS, Dining TABLE, WHATNOTS, SIDEBOARD, Dinner, Dessert, and Breakfast SETS, GLASSWARE, PLATED WARE, Brass BEDSTEAD, Iron COTS, Double-wing WARDROBES, CHEVAL GLASS, Marble-top BUREAU with Glass, Marble-top WASHSTAND, CHEST of DRAWERS, &c., &c.
Catalogues will be issued, and the whole to be on view on or after TUESDAY, the 4th prox.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1913 Hongkong, 30th December, 1875.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 10th day of January, 1875, at 2 o'clock P.M.,
at No. 4, Peel Street,—
The whole of the Substantial English and Colonial made HOUSEHOLD FURNITURE, &c., comprising:—Drawing Room, Dining Room, and Bed Rooms SUITES, Marble-top centre and side TABLES, English made Walnut Crimson Rep-covered SOFAS, CHAIRS, and Easy CHAIRS, OIL PAINTINGS, OLEOGRAPHS, Chimney GLASSES, GASALIERS with crystal Drops, Gas BRACKETS, CARPETS, HEARTHRUGS, CLOCKS, Teak Card TABLES, Lace Window CURTAINS and CORNICES, Dining TABLE, English made Walnut SIDEBOARD with Plate Glass, WHATNOTS, Dinner, Dessert and Breakfast SETS, GLASSWARE, PLATED WARE, Teak BEDSTEADS with Glass, Marble-top CHEST of DRAWERS and WASHSTANDS, English made Mahogany Lady's DAVENPORT, Double-wing WARDROBES, &c., &c.
And
A Cottage PIANO, by B. H. LUHAN, Lubeck.
Catalogues will be issued, and the whole to be on view on or after SATURDAY, the 8th proximo.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighted at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneers.
1918 Hongkong, 30th December 1875.

PUBLIC AUCTION.

ELEGANT ENGLISH-MADE FURNITURE, WATER COLORS, PIANO, &c., &c.

LANE, CRAWFORD & Co. will Sell by Public Auction, on
SATURDAY,
the 15th January, 1876, at Noon,
At the Residence of A. MACG. HEATON, Esq., Grosvenor Villas, Caine Road,—
The whole of his Handsome and Substantially made HOUSEHOLD FURNITURE, comprising Handsome CHAIRS, Covered Drawing Room SUITE, Window CURTAINS, MIRRORS, Solid Carved Walnut TABLES, WATER COLORS, ENGRAVINGS, Mahogany BOOKCASE, Mahogany Maroon Morocco-covered CHAIRS, COUCHES, Carved SIDEBOARD, ELECTRO-PLATED WARE, CHINA, and GLASSWARE, Handsomely made Dressing TABLES, WASHSTANDS, WARDROBES, Iron and Brass BEDSTEADS, &c., &c., &c.
Also,
A Semi-grand PIANO, by BAUMGARDTEN and HEINS.
Catalogues will be issued, and the Furniture will be on view the day previous to the Sale.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
1905 Hongkong, 28th December, 1875.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper...............$1.50
Neatly Bound..............................$2.00
Apply at the *Daily Press* Office.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 28th October, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
157, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

Intimations.

PHOTOGRAPHY.

GREAT REDUCTION IN PRICES.

Until further notice (to reduce Stock) our Prices for Carte de Visite portraits will be as follows:—
On MONDAYS, TUESDAYS, WEDNESDAYS, and SATURDAYS.
Per Dozen....................................$2.00
For CASH paid at time of sitting ONLY.
On THURSDAYS and FRIDAYS.
The first dozen.............................$4.00
Extra quantities, per dozen..............$2.00
Copies of Negatives in stock per dozen...$2.00
FOR THE HONGKONG PHOTOGRAPHIC COMPANY,
H. EVERITT.
Corner of Wyndham and Wellington Streets
(Nearly opposite the German Club.)
N.B.—Mr. EVERITT obtained the Certificate of Merit at the Dublin Exhibition, 1862.
3m 1624 Hongkong, 1st November, 1875.

MACEWEN, FRICKEL & Co.
HAVE FOR SALE, EX LATE ARRIVALS,
COPYING PRESSES.
ENGINEERS' FITTINGS.
WHITWORTH'S TAPS and DIES.
TAPE MEASURES, 100 feet.
BENCH VICES.
GALVANIZED IRON CHAIN, assorted sizes.
SEIZING WIRE.
IRONMONGERY.
COFFEE MILLS, with Fly Wheels.
Kentucky, Ballard, and Sporting RIFLES.
GLASSWARE, complete sets.
DINNER SERVICES.
OUMSHAW TEA, in 5 cy. and 10 cy. Boxes.
DELARUE'S PLAYING CARDS.
MANILA CIGARS, Cavite and Fortin.
BUCKWHEAT and RYE FLOUR.
CRACKED WHEAT and HOMINY.
BASS'S ALE, bottled by CAMERON and SAUNDERS, in Pints and Quarts.
AITKEN'S Falkirk ALE, in Pints and Quarts.
JEFFERY'S Edinburgh ALE.
GUINNESS'S STOUT, bottled by E. and J. BURKE, in Pints and Quarts.
Pale Dry Dinner SHERRY.
SACCONE'S SHERRY.
Fine OLD PORT.
Breakfast and Dinner CLARETS.
HOCK and SAUTERNE. MOSELLE.
HENNESSY'S BRANDY; One, Two, and Three Star.
VICTOR BOULLAND'S BRANDY.
COURVOISIER'S do.
MARTELL'S do.
La Grande Marque do.
CURACOA, MARASCHINO, and CHARTREUSE.
GINGER WINE.
Glendee WHISKY.
KINAHAN'S LL WHISKY.
BOURBON WHISKY.
KRUG'S CHAMPAGNE, in Pints and Quarts.
JULES MUMM'S do.
An Assortment of CHRISTMAS STORES, from JOHN MOIR and SON, and CROSSE and BLACKWELL.
14 Hongkong, 3rd January, 1876.

THE "CELESTIAL EMPIRE,"
A WEEKLY RECORD OF COMMERCE, POLITICS, LITERATURE, AND SCIENCE.

THE wide scope of this periodical, embracing, as it does, information of the most varied nature on matters connected with China and the Chinese—their language, literature, customs and politics; local and foreign intelligence; a complete compendium of all the commercial news of the week, with the well-known Shanghai Statistics of Imports, and Export-tables of Produce; and summarising the literary gossip of every European mail, upon its arrival, from the best of the London and New York Papers—renders it peculiarly adapted alike for circulation at the Out-Ports and in Japan, and for transmission to one's friends at Home.
Its large circulation at the Out-Ports renders it an excellent medium for ADVERTISEMENTS.
Subscription—TWELVE DOLLARS per Annum.
The Subscription for "SHANGHAI COURIER AND CHINA GAZETTE," is now reduced to TWENTY DOLLARS per annum, which makes it the Cheapest Daily Paper in China, and its increasing circulation renders it particularly well adapted for ADVERTISEMENTS, which are inserted on very reasonable terms.
1896 Shanghai, 17th December, 1875.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20°/. allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co
1363 Hongkong, 26th July, 1872.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY
INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—£2,000,000

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20°/.)
GILMAN & Co.,
Agents.
tf 1063 Hongkong, 7th July, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓°/.) on Local Risks only.
RUSSELL & Co.
Agents.
tf 1800 Hongkong, 4th June, 1874.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchai.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-yearly Meeting of Shareholders in the Company will be held at the CITY HALL, Victoria, Hongkong, on MONDAY the 24th day of January next, at THREE o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and Electing Auditors.
By order of the Board of Directors.
P. A. DA COSTA,
Secretary.
10 Hongkong, 31st December, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be CLOSED from the 11th to the 24th day of January next, both days inclusive.
By order of the Board of Directors,
P. A. DA COSTA,
Secretary.
11 Hongkong, 31st December, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED, IN LIQUIDATION.

NOTICE.

ALL Persons holding Warrants against unclaimed Dividends, Interest, or Bonus, are requested to present same for payment at the HONGKONG AND SHANGHAI BANK before the 1st APRIL, 1876, otherwise their Claims will not be recognised.
ADOLF ANDRE,
F. D. SASSOON,
Liquidators.
1861 Hongkong, 20th December, 1875.

NOTICE.

In the Goods of GEORGE BARTY FALCONER, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 28th Day of February, 1876, after which date no Claims will be recognised.
And all Persons being indebted to the said Estate are requested to make Immediate Payment.
I. B. FALCONER,
Administratrix.
Queen's Road, Hongkong,
6th December, 1875. [1796

NOTICE.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 24th instant until the 6th proximo, both days inclusive.
A. NEWTON,
Manager.
1814 Hongkong, 11th December, 1875.

TAKASIMA COLLIERY.

JARDINE, MATHESON AND Co., AGENTS.

FOR SALE, Fresh TAKASIMA COAL, in lots to suit Purchasers.
Large, hand-picked, doubled-screened at $8 per Ton; Small, at $6 per Ton.
Apply to
T. G. GLOVER,
No. 7, Queen's Road, and at East Point.
1787 Hongkong, 4th December, 1875.

NOTICE TO MARINERS.

THE Government of Japan publishes on the 12th Month (December) of each year, for the use of Mariners, a
DESCRIPTIVE LIST
OF ALL THE
LIGHTHOUSES, LIGHTSHIPS, BUOYS, AND BEACONS,
Established by them—giving the characteristic appearance and correct bearings of each.
Mariners are requested not to purchase any List except that for the year current at the time of purchase, as changes or corrections may have been made, and no reliance can be placed on any List which has been published for a preceding year.
Copies of the List for the 9th year of Meiji (1876) can now be obtained from Messrs. LANE, CRAWFORD & Co., at Yokohama, Shanghai and Hongkong; from Messrs. KIRBY & Co. at Kobe; from Messrs. ADAMS & Co. at Nagasaki; and also at the Lighthouse Office, Benten, Yokohama; Price, 25 Cents.
SATOW YOZO, TODAI NO KAMI.
R. HENRY BRUNTON, Engineer.
Lighthouse Department, Benten, Yokohama, 12th Month, 8th year of Meiji.
(December, 1875.)
1m 1865 Yokohama, 9th December, 1875.

WASSIAMULL DHURRUMDASS,
CASHMERE and INDIA MERCHANT,
Has for Sale, Cashmere Shawls, Morning Gowns, Rampore and Delhi Shawls, Burnous, and Sindh Gold Lace Work Goods, &c., &c.
No. 30, QUEEN'S ROAD,
Next to Messrs. SAYLE & Co., Hongkong.
6m 1887 24th December, 1875.

NOTICE.

ON and after the 31st instant the *Straits Times Extra* will only be obtained direct from the *Straits Times* Office in Singapore, and present Subscribers through the agency of this Office, who may wish to continue their subscriptions, are requested to make arrangements through their Singapore Agents accordingly.
Daily Press Office, December 6th, 1875.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

AMERICAN SHIP *SAMUEL G. REED*, FROM NEW YORK.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
VOGEL, HAGEDORN & Co.,
Agents.
1858 Hongkong, 18th December, 1875.

S.S. "*AMAZONE*."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S.S. *INDUS*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from MONDAY, the 3rd January, 1876.
Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 5 P.M. TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after THURSDAY, the 6th January, at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND,
Principal Agent.
1924 Hongkong, 30th December, 1875.

Intimations.

HONGKONG CHORAL SOCIETY.

THE SECOND CONCERT of the Season (complimentary to Mr. W. W. FEATLING, Conductor), will be given in the CITY HALL, On THURSDAY EVENING, Jan. 13th, 1876.
TICKETS, Price $2 each, may be obtained of Messrs. LANE, CRAWFORD & Co., on and after Monday, January 10th.
A Programme will shortly be published.
ROBERT G. ALFORD,
Hon. Sec.
2 Hongkong, 3rd January, 1876.

FOR MANILA.

THE Steamship
"ESMERALDA,"
Captain Theband, will be despatched as above TO-MORROW, the 6th inst., at Noon, instead of as previously notified.
For Freight or Passage, apply to
A. MACG. HEATON.
22 Hongkong, 4th January, 1876.

LESSONS IN PAINTING AND DRAWING, DRAWING-ROOM PAINTING AND DECORATIONS, AND STAGE SCENERY,
BY E. GRELIER,
HOTEL DE L'UNIVERS.
N.B.—Mr. GRELIER obtained the Certificate of Merit at the London Exhibition, 1865.
1m 19 Hongkong, 4th January, 1876.

WANTED, a SITUATION, by a young German, as SERVANT-MAID to accompany a lady or family to Europe. Terms, Free Passage home. Address, "HOME PASSAGE," *Daily Press* Office.
1m 4 Hongkong, 3rd January, 1876.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED, IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

A FIRST DIVIDEND of ONE HUNDRED DOLLARS ($100) PER SHARE will be payable at the OFFICES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION, HONGKONG, on and after January 1st, 1876, on which day Shareholders are requested to apply for Warrants at the Company's Office, 48, Queen's Road, Victoria, producing at the same time their Scrip for endorsement.
The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 31st December, 1875, both days inclusive.
ADOLF ANDRE, } Liquidators.
T. D. SASSOON, }
3m 1692 Hongkong, 15th November, 1875.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Third and Final Instalment of $200 of the Call of $500 per share, authorised by the Extraordinary Meeting of Shareholders held on the 21st June, is PAYABLE on the 31st DECEMBER INSTANT, at the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, Hongkong.
Interest at the rate of 12°/. per annum will be charged against the holder for the time being of any Shares, in respect of which the above-mentioned Instalment shall not be paid by the said 31st December.
By Order, W. H. RAY,
Secretary.
1m 1837 Hongkong, 15th December, 1875.

Notices to Consignees.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship *Arratoon Apcar*, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods.
Cargo impeding her discharge will be landed and stored at their risk and expense.
DAVID SASSOON, SONS & Co.,
Agents.
21 Hongkong, 4th January, 1876.

CONSIGNEES of Cargo per German Barque *IRIS*, Wendt, Master, from Hamburg, are requested to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.
Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
20 Hongkong, 4th January, 1876.

S.S. *EGERIA*, FROM HAMBURG, NANG, AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified, that the Cargo is being landed and stored at their risk into the Godowns of the Undersigned, whence delivery may be obtained.
Optional Cargo will be forwarded unless applied for by the Consignees before Noon TO-MORROW, the 3rd inst.
Bills of Lading will be countersigned by
SIEMSSEN & Co.,
Agents.
1w 13 Hongkong, 2nd January, 1876.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer *Sarpedon* are hereby notified that the cargo is being discharged into Craft and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Godown on and after the 31st December, 1875.
Goods undelivered after 7th January, 1876, will be subject to Rent.
BUTTERFIELD & SWIRE, *Agents.*
9d 1922 Hongkong, 30th December, 1875.

BRITISH SHIP *GRYFE*, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
VOGEL, HAGEDORN & Co.,
Agents.
1923 Hongkong, 30th December, 1865.

S.S. *BURMESE*, FROM LONDON AND SINGAPORE.

THE above Steamer having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored by the Undersigned at their Godowns, whence and from the wharf and boats delivery may be obtained.
Cargo remaining undelivered after the 5th proximo will be subject to re[illegible]
Bills of Lading will be cou[illegible] by the Undersigned.
No Fire Insurance has been effected.
JARDINE, MATHESON & Co.,
Agents.
7d 1920 Hongkong, 30th December, 1875.

BRITISH SHIP *BIRKER*, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
Consignees are also informed that before delivery can be obtained, they will be required to sign the Average Bond, and to give Approved Guarantee for Contribution to General Average.
VOGEL, HAGEDORN & Co.,
Agents.
1891 Hongkong, 24th December, 1875.

NOW READY.

THE CHRONICLE AND DIRECTORY FOR 1876,

With which is incorporated "THE CHINA DIRECTORY."

THIS Work, in the FOURTEENTH year of its existence, is NOW READY FOR SALE.

It has be compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG; THE FOREIGN SETTLEMENTS OF SHANGHAI. A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK; also of THE VARIOUS HOUSE FLAGS (Designed expressly for the Work,) MAPS OF HONGKONG, JAPAN, THE P. & O. COMPANY'S ROUTES, AND THE COAST OF CHINA; ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG; besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The CHRONICLE and DIRECTORY is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

MACAO	Mr. J. P. da Silva.
SWATOW	Messrs. Quelch and Campbell.
AMOY	Messrs. Wilson, Nicholls & Co.
FORMOSA	Messrs. Wilson, Nicholls & Co.
FOOCHOW	Messrs. Hedge & Co.
NINGPO	Messrs. Kelly & Co., Shanghai.
SHANGHAI	Messrs. Hall & Holtz.
SHANGHAI	Messrs. Kelly & Co.
HANKOW and RIVER PORTS	Messrs. Hall & Holtz and Kelly & Co., Shanghai.
CHEFOO and NEWCHWANG	Messrs. Hall & Holtz and Kelly & Co., Shanghai.
TIENTSIN and PEKING	Messrs. Hall & Holtz and Kelly & Co., Shanghai.
NAGASAKI	The C. and J. Trading Co.
HIOGO, OSAKA	The C. and J. Trading Co.
YOKOHAMA	Messrs. Lane, Crawford & Co.
YOKOHAMA	Mr. C. D. Moss, *Japan Gazette* Office.
MANILA	Messrs. J. de Loyzaga & Co.
SINGAPORE	Messrs. Liddelow and Martin.
LONDON	Mr. F. Algar, Clement's Lane.
LONDON	Mr. Geo. Street, 30, Cornhill.
LONDON	Messrs. Bates, Hendy & Co.
SAN FRANCISCO	Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK	Messrs. S. M. Pettingill & Co., 37, Park Row.

Hongkong, January 3rd, 1876.

The Daily Press.

HONGKONG, JANUARY 5TH, 1876.

THE latest information from Yunnan, which is partly derived from Chinese sources, is of an interesting character, and throws some more light, though of a rather faint description, upon the circumstances attending the murder of Mr. MARGARY and his attendants. It is stated that LI HAN-CHANG has sent in a preliminary Report to the Imperial Government. The Yunnan officials seem to have already set up a sort of plea in defence of their actions. So, at least, the statement made by him appears to be intended. They assert that when Mr. MARGARY passed through Yunnan on his way to Burmah he presented his credentials to the local mandarins and consequently secured their protection, but that on his return journey he failed to do this and the only thing known was that a foreign armed body was about to force its way into Yunnan. This fact induced the frontier people to form themselves into military detachments to resist the invasion. The plea will not, however, hold water. If it really be true that Mr. MARGARY failed to exhibit his passport on his way back—as is not improbable, for he might probably have deemed it unnecessary,—that would not exonerate the officials, whose business it would be to make due inquiries concerning the travellers and check any disposition on the part of the populace to interfere with or molest them. It is admitted that this was not done by some officials. WU CHI-LEANG, the Tung-che of Têng-yueh-t'ing, a town in Chinese territory, for omitting to take any preventive measures, and WANG, the generalissimo of forces in that district, a red button mandarin, for not taking steps to capture the criminals after the tragedy had occurred, have both been recommended to the Imperial censure. It is reported that they are awaiting trial, which was to take place on the arrival in Yunnan of Mr. GROSVENOR and his colleagues, and they will in all probability be degraded.

But it is evident that the Chinese will endeavour to make it appear that poor MARGARY's cruel fate was partly due to his own carelessness, and thus palliate, as far as they can, the criminal conduct of the Yunnan officials. This attempt will, however, signally fail. It is impossible that the responsibility can be shifted on to the shoulders of a troop of ragged and barbarous soldiers, or even on to subordinate officials, if the story circulated by the French priest from Yunnan that Mr. MARGARY was dragged from a banquet at a given signal and murdered in cold blood be true. The truth or otherwise of this report may, perhaps, come out in the course of the forthcoming investigations. If it should prove correct, the case will look still darker than it did when the first version of his murder was given. On the whole, the account originally given seems the most probable, as it has been attested by one of his servants who escaped the fate of the rest. But in any case it is to be hoped that the circumstances will be as thoroughly sifted as is possible, with Chinese craft and obstruction to contend against. The English Commissioners will be there merely to watch and to suggest, and it must not be expected that any very great results will accrue from their presence. But we trust it may prevent the proceedings being quite a farce, as would undoubtedly have been the case had the inquiry been conducted by Chinese officials alone and unaided. At the same time, the English Commissioners have incurred a risk in proceeding to the scene of the outrage for which the results obtained by their expedition will scarcely, it is to be feared, be equivalent.

There is no question that some one or other will have to suffer for the outrage, and the Chinese Government has very likely ere now settled who are to be offered up. It never experiences any difficulty in obtaining heads. After the Tientsin Massacre, a number of miserable coolies were beheaded, and the French Government was, on account of its other embarrassments, fain to be content with a species of satisfaction which was really a mockery of justice. For a certain sum, and that by no means an exorbitant one, the Peking Government can at any time secure victims for such occasions. While, therefore, this is the case, it will not be a matter for surprise, that when there is the shadow of suspicion against men in the lower ranks, they are unhesitatingly condemned in order that greater criminals may be screened. A letter recently received from Yunnan-fu, and published by one of our northern contemporaries, states that fourteen unhappy wretches have been brought from the district where Mr. MARGARY was murdered, to the prisons of the capital. Two of them died on the road. The twelve others, who do not speak Chinese, are very probably ignorant why they were arrested. And, it may be added, may never learn the reason. If they have got to be sacrificed vicariously, the Chinese officials will not be likely to enlighten them. But the English Commissioners will, perhaps, be able to prevent such a gross miscarriage of justice as this. They will be sure to do so if it is plain to their minds that the intended sufferers are innocent. The only fear is that the proceedings will be so conducted that they will be unable to arrive at any satisfactory conclusion on the subject.

The Ocean Steamship Company's steamer *Priam* left Singapore yesterday for this port.

Mr. D. Smith, late chief officer of the Canton steamer *Ichang*, committed suicide yesterday, at about noon, by cutting his throat, and then shooting himself. An inquest will be held on his body to-day.

The little steamer *Chun Sheng*, 62 tons, commanded by Captain J. R. Broadley, which arrived here yesterday, is a gunboat for the Chinese Government, and will leave this for Foochow. She was built by Messrs. Laird Brothers, of Birkenhead, and mounts a 16 ton gun.

The yacht race for the American Cup took place yesterday. The yachts were *Naomi*, *Wave*, and *Naiad*. The race was a very closely contested one, and the *Naomi* came in the winner in 2h. 48m. 45s., *Naiad* was second in 2h. 49m. 50sec., and *Wave* last in 2h. 52m. *Naomi* will thus hold the cup until next year.

"The Ladies Directory, or Red Book of Shanghai" for the year 1876, a copy of which we have just received, is in every respect equal to preceeding issues. It is a unique work of the kind in China, and the general get up is most creditable to the printers. It is elegantly bound in red morocco and is excellently printed. In addition to the directory, it contains tables of market prices, weights and measures, arrivals and departures of mails, rates of postage, the new Lectionary, &c., and will undoubtedly prove exceedingly useful to the ladies of the Model Settlement.

We take the following items from the *London and China Express*:—

Petitions have been presented by the colonists of Natal that the Government will prohibit Chinese immigration.

We hear that Messrs. Inglis, on the Clyde, have contracted for two steamers for the China coast and river service.

The steamer *Orestes* has arrived from Hongkong, having on board time-expired men, invalid troops, and prisoners belonging to the 80th Regiment. During the passage one death occurred on board.

The Greenock Chamber of Commerce has resolved to memorialise the Board of Trade against the introduction of any measure into Parliament restricting shipowners from insuring their vessels to the full amount.

The *Cutty Sark*, from London, for Sydney and China, in being towed round to moor at the buoy off Gravesend, on the 21st November collided with the *Somersetshire* (str.); the former had her main-top-gallantmast carried away and received other damage.

We understand that instructions have been sent to Governor Jervois to confine the military operations to Perak, and abstain from acts calculated to lead to annexation of any of the native States. Efficient protection is to be given to all the residents.

The Admiralty has adopted a system of issuing daily bulletins of the movements of Her Majesty's ships, both at home and—so far as they become known by telegram—abroad. This system will prove of great convenience to the public, and save the Admiralty officials considerable trouble in answering inquiries.

The Chinese Steam Navigation Company have contracted with Messrs. Inglis, on the Clyde, to build to paddle-wheel steamers intended for the Yangtsze trade. Messrs. Scott and Co., Greenock, are building two boats for the river service of Holt's line. Many of the yards on the Clyde have discharged all men for the winter season.

The *Juno*, Captain Poland, store and troopship for the China Station, did not at first embark supernumeraries. There had been a delay in consequence of the report on the gunboats *Frolic* and *Kestrel*, rendering it doubtful if they can be recommissioned at Hongkong. Latest advices, however, state that the *Juno* left Sheerness for Portsmouth, on the 25th November, *en route* to China.

It is stated that the Occidental and Oriental Steamship Company have chartered the *Stadt Haarlem* and *Stadt Amsterdam*, of 1,800 tons and 450-horse power (built last year for a line to America from Amsterdam), to run on the Panama and San Francisco line in connection with their China and Japan line. They are to load out from Liverpool to Japan, and would probably leave on the 16th December.

The total quantity of tea delivered from the bonded warehouses in London during the week ending the 20th November was 3,197,019 lb., of which 2,118,363 lb. was for home consumption, 786,212 lb. was removed coastwise, 221,626 lb. was exported, 65,486 lb. was sent coastwise for exportation, and 4,332 lb. was for ships' stores. The duty received amounted to £52,959, against $53,562 for the preceding week, exhibiting a decline of rather over 1 per cent.

The *Simoom*, troop-ship, Captain M. S. L. Peile, has left Portsmouth for Malta, with volunteers for the 28th Regiment, also supernumeraries for the East India and China squadrons, and a detachment of the torpedo company of Royal Engineers. The *Himalaya*, troopship, Captain W. B. Grant, will meet the *Simoom* at Malta, and embark the whole of the 28th Regiment for conveyance to Hongkong. The hired transport *Thames*, Captain Campbell, will convey a portion of the supernumeraries and reliefs for Hongkong, there being more than the *Himalaya* can take.

Paymaster Russell Hill late of the *Cameleon*, on the Pacific Station, has been appointed to the *Victor Emmanuel*, for service at the Naval Yard.

The *Belted Will*, which left London on the 21st November, for Hongkong, has been towed back to the South West India Docks, leaky, having been ashore on the Tongue Sand.

The charter of the steamers *Vasco de Gama* and *Vancouver* to the Pacific Mail Company will shortly expire, and the China Trans-Pacific Company have announced their intention to run these boats, with others building, on the San Francisco, China, and Japan line, for which the company was formed.

The latest mail advices received home were:—Yokohama Oct. 12th; Manila 14th; Shanghai 15th; Foochow 15th; Batavia 24th; Singapore 28th; Hongkong 29th; Galle Nov. 4th. The P. and O. mail, bringing dates Yokohama 5th, Shanghai 8th, Hongkong 15th, Singapore 21st Oct., was received, *viâ* Brindisi, on the 22nd Nov., its due date, and the following (French) mail, with a week's later advices—as tabulated above—reached London, *viâ* Marseilles, on Nov. 25th, being four days early. The next inward (P. and O.) mail was due, *viâ* Brindisi, on the 6th December.

Captain John Hobhouse Inglis Alexander, C.B., aide-de-camp to the Queen, died recently, in his forty-sixth year. In April last year, from increasing ill-health, he had to relinquish command of the *Hector*, 18, screw iron ship, armour-plated, coastguard ship at Southampton. Captain Alexander had seen a good deal of service, and while in command of the *Euryalus*, 35, screw wooden frigate, during the Japanese war of 1865, was severely wounded, and, being permanently injured, was awarded a pension for wounds, and eventually made a Companion of the Order of the Bath and an aide-de-camp to the Queen.

London *Punch* makes the following comments upon the Opium Essays:—Mr. Pease, who appears to be no Free Trader, is an active member of the Anti-Opium Society. He offered the the prizes with anti-opium intentions. The Prize Essays have been doubtless conceived in an anti-opium spirit. Yet they are announced under the title of "Opium Essays." Too many essays upon all manner of subjects are found to produce upon their readers the effect of opiates. Let us hope, however, that the Opium Essays may possibly prove so interesting that, on the contrary, they will deserve to be entitled "Anti-Opium Essays," by answering their purpose, and not that of the narcotic they have written against, but for which, in the latter too likely case they may serve as substitutes.

On the 17th November Messrs. John Elder and Co. launched from their shipbuilding and engineering works, Fairfield, a handsomely-modelled screw-steamer of 1,100 tons gross and 175 h.p. nominal, and of the following dimensions:—Length between perpendiculars, 230 feet; breadth for tonnage, 30 feet; depth, moulded, 25 feet 3 inches. This vessel has been constructed to the order of Messrs. Matheson and Co., London, for their China coasting trade, and has been built to Lloyd's special requirements, under the superintendence of Captain Crockett. She is fitted with steam windlass, steam winches, &c., and has large accommodation for Chinese passengers. Her engines, which are to be supplied by the same firm, will be upon their compound principle, having two inverted cylinders, direct acting, with all the latest improvements. The ceremony of naming her the *Sin Nanzing* was preformed by Miss Harvie.

With reference to the several positions hitherto assigned to the sunken Heroine Rock, at the entrance to San-Mun Bay, East Coast of China, the following particulars, by Commander E. O. Matthews, United States ship *Ashuelot*, have been received from the United States Government, viz:—When on the passage from Ningpo to Foochow the sea was observed breaking heavily on the Heroine Rock, boats were lowered and soundings taken as near the danger as possible, eight to nine fathoms being found. The position assigned to Heroine Rock by commander Matthews is on the following bearings, viz:—South-end of Sanchiesan (Triple Island), W. ¾ S. South-west end of Lea-ming Island, N.W. by W. ¾ W.; West extreme of Montague Island, N. ¾ E. Soundings were also taken over the several positions of the Heroine Rock marked on the charts, but no indication of dangers was found; the native fishermen further stated that only one sunken rock exists in the locality.

The thirty-fifth annual general meeting of the proprietors of the P. & O. Company was to be held at the company's offices, Leadenhall-street, on the 7th December, for the purpose of receiving the report of the directors for the year ending the 30th September, 1875, and of declaring a dividend; also for the election of two directors in the room of Mr. Thomas Stock Cowie and Mr. John Ralph Engledue, two of the present directors, who go out of office by rotation; likewise for the election of two auditors, in the room of Mr. Godfrey and Mr. Deacon, who go out of office; the directors and auditors so going out of office are re-eligible, in conformity with the provisions of the deed of settlement of the company, and they offer themselves for re-election. The dividend will be 2½ per cent., with a payment of 1 per cent. from the proprietors' underwriting account, making (no interim dividend having been declared in June) a total payment of 3½ per cent. for the year.

APPLICATION FOR A SPIRIT LICENCE.

A special meeting of the justices was held yesterday at 11 a.m. at the Magistracy to consider an application from Mr. D. Nowrojee, of the Hongkong Hotel to grant him a spirit licence for a refreshment saloon at Tsim-sha-tsui, in British Kowloon. Present—the Hon. C. May (presiding), and Messrs. W. M. Deane (Superintendent of Police), and J. Ede.

Mr. Deane said the application first put in was for a common bar, but he understood that the applicant now wished it to be amended to an adjunct license.

Mr. May said the applicant had sent in his application to the Colonial Secretary, deeming he was acting under the Ordinance which provides for the granting of spirit licenses beyond a radius of two miles of Government House. It was sent for the magistrates to furnish their certificates and again it was sent to the Colonial Secretary that the Governor in Council might decide what the amount of charge for such a license should be. The Governor, however, thought it prudent the residents at Kowloon should be consulted as to their willingness to have such a place in their midst. Several letters had been sent in answer, some were for and some against. The application was again referred to the Magistrates, and the applicant having sent in his application in due form it was now before the justices.

The applicant was then called in, and said he wanted an adjunct license like that of the "Hotel de l'Univers," and not a common bar like those down town where soldiers and sailors could enter and get drunk. He wished to have a respectable refreshment saloon, where none but respectable people would be allowed to enter.

Mr. May said another difficulty now arose, namely, as to whether the applicant holding the license of the "Hongkong Hotel" could by the Ordinance also hold a license for a refreshment saloon at Kowloon. He had no doubt but that the applicant would have a responsible man, but the question arose whether the person placed in charge could be held responsible or the applicant.

The Justices, after discussing the Ordinance on the subject, asked the applicant who he intended to place in charge.

The applicant said that he had not yet engaged anyone, as he did not intend opening the place until the beginning of the summer.

The Justices told him the man must be a respectable man, who would be held responsible; that as the applicant did not intend opening for two months, they would adjourn the meeting until the first Tuesday in February, by which time he would be able to procure a suitable man and produce him at the meeting.

The meeting then adjourned until the first Tuesday in February.

As a recognition of the services of Sir George Airy, K.C.B., the present Astronomer-Royal, the emoluments of the office, at present amounting to £1,000 a-year, will be increased.

Madame X. has charming features, charming arms, charming hands—but she has monstrous feet. Just recovering from a long illness, she said recently to one of her friends:—"I am still very feeble, but I begin to be able to put one foot before the other." "And that is not saying a little," murmured the excellent friend.

SUPREME COURT.

January 4th.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

THE EMIGRATION TO DELI.

LUM KEEN v. TSANG SHUN YE, $320; and HO LAP AND HI TSAT v. TSANG SHUN YE, $182.—The hearing of these cases, adjourned from the previous day, was resumed.

William Peter von Groeneveldt, an independent witness called by his Lordship, said—I am the emigration agent of the Netherlands Government. I came to Hongkong in August last, the chief object of my coming being to promote emigration to Acheen. I put myself into communication with Yow Fook, to whom I was introduced by the compradore to Messrs Schelhass & Co. I do not know the defendant. He had nothing to do with my emigration scheme whatever. Under my scheme some emigrants were brought to Hongkong by Chinese emigration agents, but I was prevented sending them away. I saw none of the agents, but I saw some of the emigrants. I put an advertisement in nearly all the Chinese newspapers. I did not give out handbills containing the terms on which the men would be engaged. I know nothing about the *Pardo* except what I have learned from the newspapers. My scheme was for emigration to Acheen, and had nothing to do with Deli.

Mr. Sharp replied on the technical objection to the agreement alleged to have been entered into by defendant with Lum Keen, which had been suggested by his Lordship, and said he did not claim on the paper produced, as the contract, but as an agreement that a subsequent contract should be entered into, and thus it did not come under the 48th section of the statute of frauds, which provides that a contract extending over a year shall be in writing and signed by the parties. The paper handed in was not the contract, but contained the terms held out in order to induce his client, Lum Keen, to come to this Colony. Mr. Sharp also drew his Lordship's attention to the observations of an authority on the contraction of promises, and contended that although defendant had evidently intended to enter into the contract he would naturally not wish his name to appear in the matter. In conclusion, Mr. Sharp said that in the course of the case there had been a good deal said about the Tung Wha Hospital and a grave charge had been brought against the committee. With reference to the evidence of the coolie, it simply amounted to this, that he went to Mr. Wong Tai Shook, who it appeared was on friendly terms with the witness, and who called him in to give him some friendly advice; but there was no evidence to show that he was connected with the hospital.

His Lordship said it was a very serious thing to interfere with a witness, and if it was proved that anyone had done so the Court would take notice of it severely.

Mr. Dennys took objection to some of the particulars of the claims.

Judgment was reserved.

CLAIM FOR MONEY LENT.

DHRUMSEY v. POONJAJEE, $10.90.—This was a claim brought by plaintiff, against defendant, a Parsee, for $10, money lent, and interest. Both parties are brokers, and the defence was that plaintiff had paid the money as his share of a partnership transaction they had had, taking in consideration of his own share 96 bottles of ago-powder medicine, used for a skin disease called green worm. Plaintiff said the medicine had only been given as security, and he did not know the value of it; he had taken it to the market but no one would buy it.

Defendant said plaintiff could sell the medicine when a ship came in from Manila.

Judgment was given for plaintiff for $10, interest not being allowed; the medicine to be returned to defendant.

POLICE INTELLIGENCE.

4th January.

BEFORE THE HON. C. MAY.

FALSE REPRESENTATION.

Fan Kum Yung, a cook, was charged by Mr. C. Asmond, of the Registrar-General's office with endeavouring to obtain a new Registration ticket for the purpose of entering the service of Mr. B. R. R. Remedios, asserting he had never been registered before, whereas a ticket had been issued to him on the 4th March last, and had been sent in by his last master, the prisoner having gone away on the 1st instant.

The prisoner was fined fined $10, in default one month's hard labour.

PLUCKED OF HER BUTTONS.

Chun Aon and Ow Atuk, marine hawkers, were charged by Tin Alin, a kept woman, the first with cutting a gold button from her jacket, at the Kow Shing Theatre, with a pair of scissors, and the second with being in company with Chun Aon and receiving the button. Another woman corroborated the evidence of the prosecutrix, and Malgraves, turnkey of the Gaol, identified the prisoners as having been on several occasions in gaol.

The prisoners denied the robbery but admitted having been in gaol before.

The first prisoner was sentenced to six months' hard labour and ordered to find security in $100 for twelve months, in default to be recommended for deportation. The second prisoner was sentenced to six months' hard labour.

SELLING SPIRITS WITHOUT A LICENSE.

Li Asaw, a hawker, was charged by Gudjeo, a gardener to Messrs. Jardine, Matheson, & Co., with attempting to sell spirits to him in the street.

P.C. 65 said he found on the prisoner four bottles of spirits.

Remanded until the 10th instant.

STEALING A JACKET.

Wan Atuk, a coolie, was charged by a bricklayer with stealing his jacket. The prisoner, who was identified as having been in gaol before, was sentenced to three months' hard labour.

IMPUDENT CHINESE SERVANTS.

Thomas Campbell, No. 68, charged Kwan Aman, a cook, with misconducting himself as a domestic servant, in that he refused to obey the lawful and reasonable orders of the prosecutor. The prisoner, who got $10 per month, had been on leave and refused to resume work. Fined $5.

ENCROACHMENT.

In the remanded case, in which Tai Wai Tai was summoned for encroachment on Crown land, in West Street, Mr. Neate said the wall had been removed.

The defendant was fined $5.

The remanded case, in which Chung Angan and eight others were charged with assaulting a gambling house informer, was further remanded until the 5th inst.

COLLISION BETWEEN TWO STEAMERS IN THE JAPANESE SEA.

The steamer *Montgomeryshire*, which arrived here on Monday evening from Hiogo, brought news of a sad disaster in Japanese waters. On the 25th December, at seven o'clock in the evening, the paddle steamer *Oregonian*, from Kobe, bound to Shanghai, collided with the Mitsu Bishi Mail Steamship Company's steamer *Osaka* in the Inland Sea. The *Osaka* sank almost immediately in forty fathoms of water. The *Oregonian* sustained such damage that her fore part was filled with water. She returned to port with all haste, and her passengers and mails were taken on in another steamer. Before the *Montgomeryshire* left Hiogo there was a rumour prevalent that twenty-three lives had been lost, but this seems scarcely probable, as the passengers of the *Osaka* returned to port and were taken on in the *Golden Age*. Divers were immediately sent out to the wreck.

CHINESE GENEROSITY.

A San Francisco paper has the following:—It will be seen in the columns of the *Alta* that the Chinese of this city have contributed quite generously in aid of their fellow-countrymen, and ours also, who have been severely pinched by the devastation of the fire in Virginia City. They have contributed in cash, and also in provisions, and goods, which will aid all the distressed, and have, perhaps unwittingly, reproved delicately those who refused food to the suffering and hungry Chinese in that city of silver and ashes, by requesting that no distinction of country shall be considered in the distribution of the donations. Mark one down in favour of the Chinese. They, in this, act upon the principle enunciated by Christ, although they may worship Confucius and burn Joss sticks in honour of their ill-favoured god. They have given for the good of all the sufferers of that city. Give the Chinamen the credit of this generous and Christian-like action.

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. steamer *Kashgar*, Capt. Baker, from Bombay 14th, Galle 20th, Penang 25th, and Singapore 26th ult., bringing on the English mail of the 26th November, arrived here yesterday morning. We take the following telegrams from the *Straits Times Extra*:—

(*Reuter's Telegrams.*)

LONDON, 11th Dec.

Earl Derby, replying to the French Ambassador, said he adhered to the declaration of their Lordships that they would not oppose an arrangement for placing the Canal under management of an international Syndicate though they would not propose it. The object of England's action was purely defensive, and intended to prevent preponderence of larger foreign influence in Suez Canal. The rumoured earlier assembling of Parliament is authoritatively denied. Earl of Derby, replying to a deputation from anti-slavery society, said England was quite prepared to advise the Khedive to abandon any scheme of annexation of Abyssinia if such existed, but Government at present were uninformed. Earl Derby believed the recent violation of Zanzibar territory by Egypt, if authentic, must be due to some misunderstanding; if Zanzibar requests England's interference we shall endeavour to preserve good relations between Egypt Zanzibar, and prevent injustice by either side.

(*From the Calcutta "Englishman."*)

ALLAHABAD, December 6th.

Count Seckendorf arrived at Delhi on the 3rd instant. He will be present at the manœuvres, meanwhile he has gone to visit Peshawur.

M. Munzinger, formerly a British Agent, and latterly the Egyptian Consul General at Massowah, who recently proceeded to Abyssinian territory, has been slain with all his family and attendants.

LONDON, 6th December.

In accordance with the request of the Egyptian Government that British Government should send two gentlemen to be employed in the Egyptian Ministry and Finance, Colonel J. Stokes, Royal Engineers, has been ordered to proceed immediately to Cairo as second Special Commissioner.

The Queen of Denmark and Princess Thyra left England on Saturday *en route* for Copenhagen.

Obituary.—Mustapha Pasha, brother of the Khedive.

LONDON, 7th December.

Colonel J. Stokes, R.E., will accompany the Right Hon. Stephen Cave to Egypt.

Mr. Victor Buckley, of the Foreign Office, has been appointed Secretary to Mr. Cave, and Mr. W. H. White, Deputy Accountant-General from the War Office, Financial Secretary. Mr. Archer Taylor, from the Foreign Office, has also been attached to the Mission.

CAIRO, 17th December.

Ratil Pasha, Commander-in-Chief of the Egyptian Army, has left here to take command of the Egyptian forces in Abyssinia.

WASHINGTON, 8th December.

President Grant's message in Congress disapproves the recognition of belligerent rights of the insurgents in Cuba for the present, but if pacification in the island be not soon accomplished the President will propose some necessary measures during the present session of Congress. The message recommends resumption of specie payments in 1879, and free secular education and taxation of Church properties.

LONDON, December 10th.

It is stated that the detached squadron will shortly leave Indian waters for the Mediterranean *viâ* the Suez Canal.

The total declared value of exports last month was £18,375,000 sterling, showing a decrease of half a million. The value of imports for November was £1,112,000.

ST. PETERSBURG, 10th December.

At St. George's festival on the 8th December, the Czar, in toasting the Emperors of Austria and Germany, referred to the close alliance between the three Empires, and said that the sole object of the alliance was the maintenance of peace.

ST. PETERSBURG, 11th December.

Prince Gortschakoff and Prince Bismarck have agreed to a peaceful policy on the Eastern Question; they deem it inexpedient to raise the question now having for its object any definite settlement thereof. They agreed also not take any steps for an International Conference on the Suez Canal question.

RANGOON, 11th December.

The examination of prisoners concerned in the recent plot is still proceeding.

Two of the prisoners have been pardoned on condition of their giving evidence against others implicated.

ALLAHABAD, 13th December.

A very severe shock of earthquake was felt at Lahor at 1.40 on Sunday morning.

The *Pioneer's* Calcutta correspondent learns from private sources that the Egyptians with four ships and 400 troops and artillery seized Marka Brava, Kissoayo, and Juba. They disarmed and turned out the Zanzibar garrison, and hoisted the Egyptian flag. McKillop Pasha commands. They annexed 200 miles known as Banadir in the Zanzibar territory.

SHANGHAI.

A panic arose in rather a curious manner the other evening in a Chinese theatre. While the audience were enjoying a mimic conflagration upon the stage, and applauding the cleverness of the illusion, they were suddenly alarmed by a cloud of smoke which burst in at one of the doors, and a very strong smell of fire which was no make-believe. Out they rushed, as one man, pell-mell into the narrow passage; the men lost their caps and shoes, and the women all their cherished headgear; tinsel and gewgaws were trampled ruthlessly under foot and there was a terrible to-do. It was found however that the fire was a very small one, and had broken out, in all places of the world, under the counter where the sightseers paid their cash. When all danger was over, the audience clamoured for their money back; but this was refused point-blank, and as the performance was finally interrupted for the night the unfortunate people had to put up with the loss, besides finding themselves *minus* many boots and shoes and other articles of dress.

The Chamber of Commerce has, we are glad to hear, already taken action in the matter of postage; and its forthcoming report will be of doubtless contain full particulars. We should also glad to find that the Chamber has taken up the subject of telegrams; as the impending rise in rates and restrictions of facilities for coding are likely to cause serious inconveniences to trade. It will become almost impossible to telegraph about small transactions, and we venture to predict that the telegraph companies will suffer in a loss of business more than is compensated for by the increase in charges. Were telegraphing cheaper, a great deal would be done in the way of domestic messages. Supposing that the existing lines should be unable to work the large increase of traffic which we believe would be the result of lower rates, there would be room for another cable; in fact a stronger cable would not only be useful, but is fast becoming an absolute necessity for China, owing to the constant interruptions of communication.

A neighbouring Che-hsien has had rather a difficult case brought before him for adjudication. In the early days of that enlightened ruler, the Emperor Tung-chih, when the Taiping Rebellion was on the wane, two members of that class facetiously called the 'gentry' adopted each a little rebel boy as his son. They both lived quietly with their adopted children for some years, when one of the youths conceived the idea of requiting his benefactor's generosity by burning down his house. Fortunately, however, just before he put his design into execution, he was struck by lightning and killed on the spot; and the neighbours, some of whom had been made acquainted with his intention, were much impressed with the wisdom and justice of the dispensation. The other youth grew up a most exemplary person, and was much beloved by everybody. A few mornings ago, however, he was found to be stained with blood; while his adopted father lay dead upon the floor with a ghastly cut across his throat. The lad was arrested, and in answer to enquiries replied that his father had attacked him murderously with a knife, and that in warding off the blow with his arm, he had been the unwitting cause of the old man inflicting this mortal wound upon himself. The case has been referred to the Che-hsien of Fung-hing, where the supposed murderer now awaits his trial.—*Shanghai Courier.*

An Ohio editor declined publishing an obituary notice of two columns, on the death of an infant three months old, deeming it rather too long; for which refusal the writer stopped his paper and challenged the editor to mortal combat. It is dangerous to editors in Ohio to have infants die in their vicinity.

HANGCHOW.

A correspondent of the *N. D. Herald* writes from Hangchow:—I returned some days ago from a trip through some parts of the province of Che-kiang, which trip, though not undertaken for the purpose of seeing the country, yet, was the means of affording some observations which may be interesting to some of your readers.

I find that the tow path on the bank of the Grand Canal, which has been in a sad state of ruin ever since the time of the "long-haired rebels," is being put into excellent repair; one bank of the canal, and a good road on the same bank, are to be of cut stone. The workmen told me that their employers had contracted for the job with the Provincial Government, all the way from Hangchow to Kahying; how much further the road was to be made, they could not say. At the time of the sad collision between the steamers *Ocean* and *Fusing*, it may be remembered that the suggestion came from some Chinese source that the tribute rice and other goods could be conveyed more economically, and certainly more in accordance with native ideas, from Che-kiang, Kiang-su, and elsewhere in the centre of China, to Tientsin, by native boats on the Grand Canal, as formerly, than by foreign steamers. The above-mentioned repairs do not prove that the suggestion is to be adopted; yet, if it had been, they would need to be made before it could be carried into execution.

I visited the city of Cha-pu situated on the Hangchow Bay, not far removed from the mouth of the Dzien dang River. The fort that commands the entrance to the city from the bay was in a state of complete ruin before the threatened troubles with Japan, but has since been put into excellent repair, from a Chinese point of view; and furnished with a dozen foreign cannon.

While walking along the beach, and climbing over the hills that skirt the sea-shore, I wondered that no word, as far as I know, had ever been spoken in favour of the place as a summer resort for the overwrought bodies and brains of Shanghai. The place would not only be accessible by steamers, but by house-boat and Chinese small craft of all kinds; the city would insure a market certainly better than can be had on an island; residences placed on the hills would be entirely beyond the reach of the malaria from the plain; and there are some shady nooks where surf-bathing would be practicable. I am not well enough acquainted with the place to speak confidently about its excellencies as a sanatorium; but I think it would at least be worthy of a visit with that end in view.

The city of Hae-nying is on the river, not far from where it enters the bay. I know not that the place is more celebrated for anything than for the great Dzien-dang "bore," a tidal wave which is seen there in all its glory. The bore makes its approach known by tremendous roaring, heard over all the city long before it comes in sight; when the full tide, with its head wave upright as a stone wall, yet, broken into numerous perpendicular and horizontal waves each embellished with numberless wavelets, sweeps past with a mighty rush, and then all is soon quiet again. But there has been left on the mind of the beholder, who sees it for the first time, an impression of fierceness, majesty, and beauty, that is not often equalled.

If any of your readers should ever be in the neighbourhood, and want to cross the river about the time the tide is to come in, he need not be displeased to find that no boatman acquainted with the locality will be willing to ferry him over; in fact he might just about as well be displaced with the tide for coming in. Nor will he afterwards regret the little loss of time occasioned by the delay, as a good sight of the phenomenon once obtained will be to him

"A thing of beauty and a joy for ever."

It might naturally be supposed that such a furious tide would be destructive of the river banks. Two methods are employed for resisting such an evil, whose separate values are differently estimated by different individuals; one is a solid wall or dyke of earth, from twenty to thirty feet high, with a facing of hewn stone firmly put together, and shielded by strong buttresses of brushwood, which break the violence of the tide; the other is a pagoda and a number of iron images of water buffaloes, placed at proper distances from each other, on the top of the dyke; the buffaloes are in a recumbent position, but keep watch and ward day and night, with their heads elevated, and their noses directed to the coming tide. It is not only said and believed by the people, but engraven on the beasts in letters of iron, that they are a sure defence against spirits, demons, imps, fairies, and other hurtful or evil beings and influences, all and several, that might be caused by the violence of the water.

Some days ago, when walking outside of the Dzien-dang gate, at the head of the West Lake, I met some countrymen coming to the city with the head, legs, feet, and sinews of an immense tiger. Suspecting, perhaps, that they had encountered a purchaser, they very willingly stopped and exhibited their wares. They said they had captured the beast some months ago in the province of Ngan-hwei. The teeth and the bones of the head were all complete and in their places. Some little boys were with me; as they had read that the tiger and cat are of the same family, they, after returning home, caught the cat, and having examined the mouth were much struck by the resemblance. Let any one look at the mouth of a cat, and notice how the upper and under pairs of tusks glide past each other with the movements of the jaws, and then suppose the tusks to be increased in size till they are as long as a man's fore finger, and though considerably thicker at the base than a man's finger, yet tapering up till they are sharp as a needle at the point,—with the other teeth and the jaws enlarged in proportion, and he will have a very fair idea of the head which I encountered, "tremendous still in death." The bones and sinews are believed to yield a strengthening medicine, and are purchased readily by a large medicine manufactory in the city.

YOKOHAMA.

The Chinese training corvette *Yang Woo* arrived in this port on the 23rd ult. from Kobe. As she is the first Chinese modern man-of-war which has visited these waters, her arrival has been anxiously looked for by Chinese residents. She has on board thirty students, sub-lieutenants and cadets, who are going through a course of study in seamanship, gunnery, navigation, and other branches of science necessary for an officer of a man-of-war. Their studies are all carried on in English, which language they speak fluently. The crew is Chinese. Indeed there are no Europeans on board except the captain and instructors.—*Japan Gazette.*

HIOGO.

A new native daily paper called the *Naniwa Shinbun* has been started in Osaka. The first number was to be published on the 20th ultimo. The *Hiogo and Osaka Herald* has ceased to exist. The following valedictory paragraph appeared in its last issue:—We have to announce, with regret, that the present will be the last issue, *pro tem.*, of the *Hiogo and Osaka Herald*; in taking leave of our readers we beg to acknowledge the many favours received and trust to a renewal of the acquaintance next spring, should times speed the way. We have the vanity to believe that we have on many occasions achieved something *pro bono publico* by the impartial wielding of our pen, and though we may have displeased occasionally, it has always originated from a good purpose and with a view to effect reform and eradicate evil things, we feel assured that nought will have been set down to malice. We reiterate our former thanks for past favours and the indulgence always so graciously extended to our past labours, and heartily wish our friends a Merry Christmas and a Happy New Year. The *Hiogo News*, noticing its contemporary's decease, says:—This is only another sign of the very unsatisfactory state of business in this port, and we can only hope that there will be such a revival of trade next year as will justify our contemporary in his anticipation of resurrection.

YEDO.

The *Nichi Nichi Shimbun* publishes a telegram from San Francisco announcing the arrival there, on the 14th instant, of the Japanese man-of-war *Tsukuba-kan*, which sailed hence on the 6th November.

The Mitsui Bank has established an Orphanage, where five hundred poor children will be maintained and educated for ten years, during which time the expense of the establishment is estimated as likely to amount to 130,000 *yen*.

The *Nichi Nichi Shimbun* says that a Japanese student in America, named Toyama, is the correspondent of a famous newspaper, from which he draws so large a salary that he is enabled to send $100 a month home to Japan.

The *Minato-Shinbun* says:—Every Sunday an American missionary, resident in Kioto, preaches the doctrine of Christ, and his church is attended by numerous persons. In consequence of this, Shinto and Buddhist priests meet together to discuss how best to prevent the spread of the Christian religion.

The *Hochi Shimbun* hears that orders have been sent to France for the purchase of thirty fire engines for use in Yedo. They are to be light in construction and of small size, in order that they may be easy of draught. They will be placed in an accessible position in each of the divisional police stations of Yedo.

A farewell dinner was given on the 22nd ult., at the *Sei Yo Ken*, in Tokio, to General Kuroda, by the leading Satsuma men in the capital, Admiral Kawamura, Chief of the Navy Department, presided, and Messrs. Okubo, Terashima, Yosii, Samesima, Matsugata, Yoshihara, Generals Saigo and Oyama, and others were also present.

The *Hioron Shimbun* remarks that the newspapers which are presumed to be in the interest of the Government do not sell readily, while on the other hand, those known to be in opposition to the Ministerial policy receive large support from the public. It adds that the Minister for Public Works is acutely sensitive to the want of confidence shown in the present administration.

JAPAN AND COREA.

A Japanese newspaper says that Kiurinsha a Corean, who has recently become a Russian subject, will accompany the Japanese envoy to Corea.

The *Akebono Shinbun* says:—We said that Kuroda was given 30,000 *yen* for the expenses of his trip to Corea. This is a mistake. The sum was 70,000 *yen*.

According to the *Nichi Nichi Shinbun* the Government has received intelligence from the Special Commissioner in Corea to the effect that no foreign ambassador can be admitted to the capital. It is thought inexpedient that Koroda should leave pending the preliminary negotiations of the Japanese envoy.

A rumour is current in Yedo (says the *Japan Gazette*) to the effect that Sir Harry Parkes has expressed an emphatic desire to accompany any expedition to Corea that may be undertaken. We are not inclined to place reliance upon this report, chiefly for the reason that the majority of the Japanese Government would strongly object to such a proceeding, but, as it is in free circulation, we give it for what it may be worth.

The *Hioron Shimbun* is informed that the Government is adding largely to the effective strength of the forces by fresh levies. This augmentation, although made ostensibly with the view of providing for an Expedition to Corea, is, it affirms, virtually intended to overawe the malcontents at home. It adds that as there is no general fitted to command the troops, Enomoto has been recalled from Russia for this purpose.

On the 20th ultimo, the Corean office at the *Kaitakushi* Department at Shiba-Sanai was closed, because all the business has been already arranged. Kuroda will be escorted by the man-of-war the *Nisshinkuwan* belonging to the Kaigunsho, and the transport *Genbumaru*, belonging to the Kaitakushi. Three battalions of marines have been ordered to embark on board these vessels and will be accompanied by some land forces, though which are not yet decided upon.

A NEW ARSENAL FOR TSINAN-FU.

It will doubtless be news to our readers that one of the most promising of the young men of China, Hsü Chung-hu, formerly assistant-manager at the Kiangnan Arsenal, has recently been appointed by the Fu-t'ai of Shantung to commence a large Arsenal at Tsinan-fu, the provincial capital. The ground has already been laid out for the erection of an extensive suite of premises, the building of which will be proceeded with at once; and the requisite machinery for the manufacture of large and small arms, gunpowder, and ammunition, will be set up as soon as the buildings are ready. The site is immediately outside the north gate of the city, on the banks of the Yellow River, which is navigable up to that point for steamers of light draught. This new enterprise on the part of the Chinese, though intended solely to aid in their defence, and perhaps their exclusiveness, will doubtless lead to the opening of the mines of the surrounding district, which are rich in the best of all kinds of iron-ore and several varieties of coal. Limestone, also, is abundant. The Chinese seem to be most reluctant to unearth the treasures of their hills, but it is most likely that the iron and coal required for the new arsenal, will ere long be procured from its immediate neighbourhood, which abounds in both; and this may lead to more extensive mining operations. It is very gratifying to find that such a practical man as Hsü Chung-hu has been appointed to the sole management of the new arsenal, and that it has not been given to some 'scholar,' or one of the 'literati.' He is most thoroughly fitted for the post, as he has not only had an extensive experience at the Kiangnan Arsenal, but is capable of doing, with his own hands, almost anything which has to be done at an arsenal. He is really a mechanical and scientific genius. Last year he was sent for by Li Hung-chang, to come to Tientsin; where he erected a sulphuric acid chamber and a nitric acid apparatus, which now supply all the acids for the Tientsin Arsenal. He had previously to this erected the apparatus for the manufacture of acids at Lung-hwa. He is also the translator of several scientific books into Chinese, and is an active promoter of the new Chinese Polytechnic, being a member of the committee of management of that Institution.—*Celestial Empire.*

LEGISLATION ON DRESS IN CHINA.

The Li-pu (Board of Rites) has issued a proclamation forbidding the common people to assume the dress of mandarins on grand domestic occasions, such as funerals or weddings, and the Fu-t'ai of Soochow, Wu, has published it for general information in this district. Many other regulations and restrictions are imposed, some of which seem arbitrary enough. For instance, the number of musicians at the house of any mandarin where there may be rejoicings or the reverse, is limited to twenty-two, while six pair of lanterns are considered sufficient for all purposes of illumination; but *siu-tsai*, merchants, soldiers, and the common herd generally, must content themselves with eight musicians, and only four pair of lanterns. The brides of mandarins of the first rank, down to the fourth, will in future have to place their personal magnificence upon a meagre allowance of tinsel, only eight descriptions of gewgaws being now permitted; but this is not a tyrannous measure, for a lady may wear as many single articles, all included in one category, as she can find room for on her person. Thus she may wear a dozen rings, and these will only count as one class of jewelry. The courses at a banquet given by these officers, may not now exceed ten,—a wholesome but irritating restriction; while mandarins holding lower offices are forbidden to indulge even to this extent, their digestions and their brides' ornaments being cared for and regulated in an inverse ratio to their rank. The unlettered masses are restricted to very short commons indeed, and not permitted to wear silk. A mandarin of the highest degree is no longer allowed to give as large dinner-parties as he would probably like to; but he may exercise his hospitality to the extent of a hundred and twenty guests, which after all is a fair number. The legal allowance of guests however diminishes with the rank of the entertainer. And so the code progresses, with similar trumpery and vexatious restrictions about the conduct of funerals. The number of horses in a funeral procession must bear an exact relation to the rank of the deceased; a mandarin when he goes to sacrifice at the tomb of his parents must not present more than a single dish of offerings. Then, no mandarin under the rank of Kung (Duke), may wear yellow—a colour, we notice, somewhat freely sported by young Chinese dandies; nor may anybody of low degree indulge in the comfort or adornment of the richer descriptions of fur. Such are the trumpery objects of Chinese legislation. The Government is called a paternal one; but to us its actions seem founded more upon the theories which may be supposed to guide old women in the regulation of a children's nursery.—*Shanghai Courier.*

A communication has recently been received from the dean and chapter of Hereford, which sets at rest all doubts as to the continuance of the festival of the three choirs there. It was stated a fortnight ago that the Hereford stewards met and decided on holding the festival as usual next year, and on the old plan, provided the usual concession of the use of the cathedral for the purpose was made by the dean and chapter. A formal application was accordingly made by Mr. J. H. Arkwright, chairman of the stewards, and the reply received stated that the dean and chapter were quite willing to comply with the request, provided that any surplus the stewards may derive from the festival be applied in aid of the funds of the charity for assisting the widows and orphans of the clergy.

ANOTHER ACCIDENT TO THE "IRON DUKE."—NARROW ESCAPE.

An affair which caused the greatest alarm and fear for the safety of Her Majesty's ship *Iron Duke* happened on the 20th November. The ship steamed out of the Hamoaze into the Sound, and proceeded into the Channel for a trial of her machinery. When two or three miles outside the breakwater, and the ship had just started to run over the measured mile, the speed being four or five knots, a large volume of water rushed into the stoke-hole through the main sluice valve, which, for some reason not yet satisfactorily explained, had become open. At the time the cause of the inrush was unknown. Information was at once sent to the officer of the watch, and Captain Rowley, Commander P. Tandy, and Captain Oldfield, of the Steam Reserve, in whose charge the ship was at the time, were speedily on the lower deck. The crew, who were at dinner at the time, were at once ordered to rig pumps and close watertight doors, and although the men left their messes with alacrity, some slight confusion occurred in consequence of many of the crew having just joined and the stations not being thoroughly known. In ten minutes or a quarter of an hour, however, all the hand-pumps had been rigged on the main deck, the lower deck, and the engine-room flats. The water-tight doors were speedily closed; they worked easily, having been overhauled in common with the watertight doors of all other ships in harbour and dock since the sinking of the *Vanguard*. Directly after the rush of water was noticed the donkey engine was worked, but the water gained on it exceedingly. The working of the hand pumps seemed to have little effect, and by this time the water was over the stoke-hole plates and the lower parts of the engine. So alarming was the condition of things at the time that the *Iron Duke* made the signal "Sinking" to the *Black Prince*, the flagship of Admiral Lord John Hay, second in command of the Channel Fleet, which was lying in the Sound. The *Black Prince* repeated the signal to Mount Wise, whence it was communicated to the dockyard officials. Measures were speedily taken to send out relief that was at hand, but before the tugs had started the *Iron Duke* revoked the signal. The cause of the accident had by this time been discovered, and an engine-room artificer, who was up to his waist in water, managed to shut the valve. This was after the hand pumps had been working about a quarter of an hour, and if this had been delayed but a very few minutes longer the valve could only have been closed by some one diving down to it, and this would hardly have been attempted. With the discovery of the cause of the flooding of the ship all alarm ceased, but the donkey-engine had not cleared the ship of water by the time the *Iron Duke* had been brought into the Sound. About the time the signal "Sinking" was made orders were given to fire distress guns, and then it was discovered that there was no powder on board to do so. Before a ship goes into the harbour all powder and shell are taken out of her; and when a ship is leaving the port she does not take in her powder until she is in the Sound, and as the *Iron Duke* went directly into the Channel, the taking in of her powder was not fixed till after her return into the Sound later in the day. In naval circles it is believed that this occurrence will lead to a rule being issued for a ship always having on board sufficient powder to fire distress guns. If the *Black Prince* and *Resistance* had not been in the Sound, the *Iron Duke* would have found it extremely difficult, if not impossible, to have made her danger known to the dockyard authorities. As it was, the *Iron Duke* had its "Sinking" flying a quarter of an hour before it was seen by the *Black Prince*. It will be remembered that the crew of the foundered *Vanguard* was turned over to the *Iron Duke*, and when the alarm was raised, some of the men, who had only been served out with new tunics that morning, and learning experience from the previous disaster, put on their new clothes and placed bags handy. When the accident first happened the engines were speedily stopped, and when the order was given to move the ship in towards the breakwater it was found that the port engine could not be started for a very considerable time. On the way into the Sound the crew were ordered to fire quarters, and were made acquainted with their stations. When the water was at its height it was noticed that the *Iron Duke* began to heel precisely as the *Vanguard* did when she began to fill.

An official communication from the Admiralty in reference to the recent accident to the *Iron Duke* states that the condensers, after having been some time at work, become unduly warm, that the action of the sluice valves was not satisfactory owing to defective marking, and that the springs on the hot-well valves proved weak under the additional pressure of the water which had been admitted to cool the condensers and the water passed into the bilge. The cause of this not being at first known, the engine was stopped and all sea communications were closed to ascertain it, but the ship was in no danger, though a tug was signalled for.

THE NEW "AIR-SHIP."

Professor Schroeder, of Maryland, is about to visit several places in the United States and Europe in his "steerable air-ship" lately exhibited at Baltimore. The ship portion of the air-ship, the propeller, and so on, is constructed of wire, about three-sixteenths of an inch in diameter, is 85 feet in length, 9 feet high, and 8 feet wide. Its lifting capacity will be for 10 tons. The balloon portion, which has not yet been adjusted, will be 65 feet high, 85 feet in circumference, and 65 feet in diameter. It is constructed of 1,800 yards (three cases) of cambric, from which 1,496 ropes will depend and hold the ship. The pushing and pulling propellers to be attached to the bow and stern of the ship are 10 feet long and 3½ feet in height. These propellers will be covered with canvas, as also the sides and top of the ship. The crew is to consist of eight men, and the ship can, it is alleged by the Professor, be as readily steered through the changing currents of the air as a vessel on the sea. The first voyage the air-ship is to take will be from Baltimore to New York, a distance of 200 miles, after which the Professor intends to cross the Atlantic and visit England. It is not stated what are to be the wages of the eight men composing the crew of the air-ship, but there can be little doubt that they will be fairly if not liberally paid. On every account indeed it is advisable that they should be made as comfortable as possible, for a mutiny on board an air-ship would be a frightful affair.

THE FOREIGN OFFICE AND COMMERCIAL TREATIES.

One advantage of having Lord Derby at the Foreign Office is no doubt his acquaintance with economic and commercial subjects, and the natural bent of his mind that way. The deputations which waited on him on Tuesday last, from the Yorkshire Chambers of Commerce, on the subject of the new Commercial Treaties to be made with Austria and Italy, must have been satisfied that Lord Derby was at least qualified to represent English trade in the matter by his thorough knowledge of their case. As regards the principal point urged, to do everything possible to fix the new specific duties for coarse and cheap fabrics, in which English trade is most interested in the proper proportion to the specific duties on the more valuable articles in which we are less interested, and to have all duties made as low as possible, Lord Derby has, of course, promised to do all he can, these being subjects upon which there is practically no difference of opinion here. The difficulty, of course, is, that we have nothing to give away, as Lord Derby reminded the deputation; their reference to the modification of the wine duties so as to admit wines of higher alcoholic strength than at present, at the shilling duty, being met by the old argument of the consequent danger to our entire revenue from alcoholic liquors. Lord Derby also added, that such a modification would not benefit much the countries to be negotiated with; but apart from that, we certainly think that after all this country has done in the way of encouraging trade with foreign countries, those countries which cry out for a reduction of our wine duty as a condition of lowering their duties on English manufactures, have the poorest possible case. There is not even a question here of our protecting a home manufacture; at the worst the higher duty on strong wines only discriminates between one country and another, and there can be no doubt of the *bona fides* with which our revenue departments maintain the distinction between weak and strong wines, in order to protect the spirit revenue. If other countries will raise such a point, when asked to lower their duties on English manufactures, there is nothing more to be said, except that a pretext is sought for to justify a course known to be against Free-trade, and we must wait patiently till Free-trade principles are more firmly established.—*Economist.*

THE GERMAN NAVY.

The *Morning Advertiser* says:—The Germans possess, among others, five of the most powerful sea-going ironclads afloat, whose crews are little, if at all, inferior to our own, and the same may safely be said of their armament. Such vessels would therefore be a match for any foreign fleet sent against them, and as Germany has no colonies, there is little need for these powerful defenders to stir far from home. Our cousins have no turret vessels of the same class as the *Devastation* and *Thunderer*, we admit; but it is very possible that in a heavy sea, and far from land, such low-lying naval batteries may not be so dangerous after all. The Germans are not, it seems, forgetting the subject of torpedoes, for we find in their naval estimates provisions made for a naval torpedo staff, which is to carry out experiments with this new branch of warfare, and to instruct junior officers in the way of constructing submarine mines and infernal machines. There is a torpedo station both at Kiel and at Friedrichshaven, but it is at the latter place where the torpedo stores are kept. Formerly the torpedo arrangements were in the hands of the Engineers, as has been the case with us for some years; but now the naval officers are to have supreme charge of such matters. The ships building for the German navy just now are for the most part corvettes and gun-vessels, together with a few swift steam launches, to be used, probably, as torpedo boats. The North German navy, therefore, will soon be one of the most effective in the world; for while it comprises some of the powerful and newly-constructed craft afloat, it is not encumbered with a number of old and useless war vessels, which often turn out a source of weakness rather than of strength.

THE SEA IN THE SAHARA.

Had Mr. Mackenzie simply gone round with the hat for the sole purpose of adding to our store of geographical exploration, the only cavil which could have been raised against his project would have been whether, while more interesting parts of Africa still remained unexplored, the money might not be more profitably employed; but when he adds an incentive of commercial remuneration to stimulate his subscription list, we feel bound to allege our reasons for believing his hopes of a trade return upon the outlay to be utterly delusive. He shows that Timbuctoo, with a population of 20,000, situated on the most northerly bend of the Niger, is the metropolis of that district of Africa; also, that the trade of southern Barbary—the population of which he estimates at 3,000,000—with England has to pass over the Atlas Mountains; and that if sea communication with the desert were opened up, the great cost of mountain carriage would be obviated, and the trade itself considerably increased. The trade from these two sources would, he believes, repay the outlay of flooding the desert. The Sahara is principally below the level of the sea; several portions of it, notably "El Júf," a vast depression close to the western shore of the Atlantic, are estimated to be as much as 200 feet below sea level. El Júf has plainly once been a bed of salt water, for its bottom is crusted with salt, and is strewn with marine shells. In the neighbourhood of El Júf, between Capes July and Mogador, lies a range of sandhills, checking the mouth of the river Belta, opposite the Canary Islands. It is through these sandhills that he proposes to cut his channel to let ocean water to the desert, and the channel, once cut, is to be kept free of sand by construction of breakwaters. The whole cost he modestly estimates at the million; but, inasmuch as he has not yet surveyed the coast, nor knows the width of the sand hills, nor their level, the number of cubic feet of sand to be dug away, the estimate of the expense of constructing the canal can only be based on the merest guess work. He believes that the river Belta, at no very distant period, poured a free volume of water to the ocean. In this we agree with him, Mercator's maps, in A.D. 1580, show a considerable river debouching at this point. Mercator makes the river one and the same with that which flows from the east into Lake Tchad (called by him Lake Borno), and calls the river the "Niger" (the then mythical name for any river in Northern Africa distant from the Nile. Mercator must doubtless have been mapping from mere conjecture when he connected Lake "Borno" with the river debouching opposite the Canary Isles; but the fact of a river so debouching at all could hardly be conjectural, in the vicinity of islands so well known even in those days.—*Field.*

A census of the town of Metz, taken on the 15th of October, showed that 2,754 apartments were vacant. The civil population, which before the war exceeded 50,000 souls, is now reduced to about 12,000 former inhabitants.

Gold is valued at 146 dols. per cubic inch. At this rate a cubic foot of the precious metal, which contains 1,728 cubic inches, will be worth about 252,288 dols. The entire quantity of gold now known to be in existence is valued at about 3,000 millions of dollars, so that if it were welded into one mass it could be contained in a cube the side of which would not measured over 23 feet.

SHIPPING INTELLIGENCE.

(Continued from first page.)

REPORTS.

The British steamship *Arratoon Apcar* reports left Calcutta on 17th December, Penang on the 25th, and Singapore on the 28th. In the China Sea had first part moderate N.E. winds; the latter part strong winds to arrival.

The German 3-masted schooner *Louisa* reports left Chefoo on 24th December. To Shanghai had light and variable winds; from thence to Turnabout strong N.E. winds and thick rainy weather; from thence fine weather with strong N.E. winds.

The German bark *Paradise* reports left Cardiff on the 20th August, and had Westerly winds and fine weather in the Channel; then N.E. winds and fine weather to the Equator, which was crossed on the 27th September, in long. 24.32 W.; carried the S.E. trades to lat. 21 S. Had fine weather to the meridian of the Cape of Good Hope, which passed on the 25th October, in lat. 40.21 S.; ran down the Easting in lat. 40 S. Experienced very heavy gales from the Westward with very high sea, which washed away some of the bulwarks. Through the Eastern Passage had fine weather; came through Gillolo Passage on 19th Dec., where saw an American ship, name unknown; bound North. Up the China Sea had light winds and fine weather, winds generally from the West.

COMMERCIAL INTELLIGENCE.

OPIUM.

TUESDAY, 4th January.

Previous to the arrival of the *Arratoon Apcar* to-day, small sales of New Patna and New Benares were made, the former at $600 and the latter at $580. The *Arratoon Apcar* has brought on the drug of the *Penguin* also, importing in all 2,586 chests of both descriptions. Under date the 31st ultimo, the shipment from Calcutta by the French Packet is given at 400 chests Patna and 100 chests Benares, leaving in stock 350 chests of Patna. On the same date Patna stood at Rs. 1,301, and Benares at Rs. 1,225.

EXPORT CARGOES.

Per *Alexandra*, for London:—150 casks Ginger, 200 casks Rum, 293 cases Earthenware, 520 packages Canes, 3,200 cases Cassia, 225 cases Cassia Buds, 645 cases Star Aniseed, 250 bales Waste Silk, 141 packages Rattan Ware, 651 rolls Matting, and 290 packages Sundries.

Per O. S. S. Co.'s steamship *Belgic*, for Yokohama:—1,894 bags Sugar, 595 pkgs. Iron, 375 pkgs. Merchandise. For Nagasaki 5 pkgs. Rum. For San Francisco 34 bags Coffee, 12 bags Pepper, 18,707 bags Rice, 200 bags Sugar, 4 bales Silk, 46 boxes Prepared Opium, 248 pkgs. Tea, 280 Empty Quicksilver flasks, 9 boxes Patna Opium, 1 box Malwa Opium, 1,840 pkgs. Merchandise. For Philadelphia 10 half-chests Tea. For New York 110 bales Silk, 50 boxes Essential Oil, 169 half-chests Tea, and 57 pkgs. Merchandise.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/11½
Bank Bills, at 30 days' sight 4/0
Bank Bills, at 6 months' sight 4/0½ to 4/0¾
Credits, at 6 months' sight...... 4/0¾
Documentary Bills at 6 months' sight 4/1
ON BOMBAY.—Bank, on demand 222¼
ON CALCUTTA.—Bank, on demand 222¼
ON SHANGHAI.—
Bank, sight 72
Private, 30 days' sight 72¾

SHARES.

Hongkong and Shanghai Bank Shares—5 per cent. premium.
Union Insurance Society of Canton, new shares—$650 per share.
China Traders' Insurance Company's Shares—$1,700 per share.
China and Japan Marine Insurance—Tls. 107 per share.
Chinese Insurance Company.—$208 per share, ex interest.
Hongkong Fire Insurance Company's Shares—$540 per share.
China Fire Insurance Company's Shares—$140 per share, ex interest.
Victoria Fire Insurance Company's Shares—$69 per share, ex capital.
Hongkong and Whampoa Dock Company's Shares—34 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—1 per cent. discount.
Shanghai Steam Navigation Company—Tls. 75 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$50 per share.
Chinese Imperial Loan—£102 10s.

SALES ON JANUARY 4TH, AS REPORTED BY CHINESE.

White Wax—2 pieces, at $67.50, by Wing-yue-wo to travelling trader.
Vermicelli—30 bags, at $7.60, by Kin-foong to travelling trader.
Fungus—10 bags, at $32.00, by Kin-foong to travelling trader.
Gamboge—8 cases, at $48.00, by Kwai-mow to travelling trader.
Gymeum—20 piculs, at $1.05, by Shun-shing to travelling trader.

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To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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For Sale.

THOMPSON AND HIND
ARE NOW SHOWING
BLACK and COLOURED SILKS, especially selected to wear well.
VELVETS and VELVETEENS, in all Colors.
HOMESPUNS, FRENCH MERINOES, CAMLETS.
PLAIN and FANCY FLANNELS, for Morning Gowns.
LADIES' and CHILDREN'S HATS.
New Colors in RIBBONS, FLOWERS, and FEATHERS.
SHAWLS for Chairs, CARRIAGE RUGS.
BEST WHITE BATH and WHITNEY BLANKETS.
BELGIAN COUNTERPANES and TOILET COVERS.
MELTON CLOTH, SERGE, and HOMESPUN COSTUMES, made in Latest Style.
A Large Variety of CHRISTMAS TOYS and PRESENTS for Children.
LADIES' BOOTS and SHOES, Buttons, and Elastics.
GENTLEMEN'S FELT HATS, in Latest Shapes—The Cantab, Bute, Ryde, Athol, Argyle, and Stamford.
WHITE SHIRTS, Collars attached, cut specially low in the neck.
SCARVES, TIES, CRAVATS, BOOTS, SOCKS, UNDERVESTS, and UMBRELLAS.
A Few OVERLAND and RAILWAY TRUNKS.
33, QUEEN'S ROAD.
666 Hongkong, 16th November, 1875.

FOR SALE.
COLOGNE WATER and GENERAL PERFUMERY, from EDOUARD PINAUD and Co.
Double FOWLING-PIECES, Lefaucheux, and REVOLVERS.
DE SAINT MARCEAUX ET CIE.'S CHAMPAGNE, Carte Noire and Carte Blanche, Pints and Quarts.
Fresh SALAD OIL, at $4.50 per dozen.
Old Cognac BISCUIT DUBOUCHE and other Brands.
Dépôt de la Compagnie Fermière de Vichy, any Springs, at $3 per doz.
A good Breakfast CLARET, at $2.50 per dozen (2 different kinds).
GRAND VIN DE SILLERY, at $12 per dozen.
Dépôt of the well-known INKS, from Messrs. ANTOINE ET FILS (of Paris).
CLARET, in Casks, &c., &c., &c., at very moderate prices.
L. THEVENIN,
44, Queen's Road, and 11, Stanley Street.
1183 Hongkong, 22nd November, 1875.

COAL DEPOT.
COALS of all description supplied to Steamers by the Undersigned.
Orders may be left at the Godowns, Wanchai, with Mr. J. MACLEHOSE, or LEONG AH YON, Praya.
LANDSTEIN & Co.
6m 1620 Hongkong, 1st November, 1875.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE:—
Quarts,.......... $15 per case (1 dozen.)
Pints,.......... $16 „ (2 „)
5 % discount on 25 Cases.

BOURBON WHISKEY,
$12 per case (1 dozen.)
FOR SALE BY
HEARD & Co.
975 Hongkong, 23rd June, 1875.

DELICIOUS GINGER BRANDY
$4 per Dozen.
SPIRITS of WINE, for Lamps,
$3 per Dozen.
Apply to the HONGKONG DISTILLERY Co.
1209 Hongkong, 6th August, 1875.

F. KRUPP'S CAST STEEL WORKS ESSEN (GERMANY.)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

A H KING begs to inform the Public that his FURNITURE ROOMS are now in ZETLAND STREET, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris; where all descriptions of Articles necessary for completely Furnishing a House, may be had on reasonable Terms.
6m 1771 Hongkong, 1st December, 1875.

ED. CHASTEL,
WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET,
Next to the "Daily Press" Office.
N.B.—Price Lists and Samples on application.
935 Hongkong, 16th June, 1875.

SUN FIRE OFFICE.
THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1835 Hongkong, 26th August, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
CAPITAL AND SURPLUS 300,000 TAELS.
POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

炭 煤 記 榮
WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1447 Hongkong, 23rd September, 1875.

Vessels on the Berth.

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s Steamship "CEYLON," will leave for the above place at Noon TO-DAY.
A. McIVER, Superintendent.
P. & O. Office,
1907 Hongkong, 4th January, 1876.

STEAM TO SHANGHAI,
Taking Cargo at through rates for NAGASAKI and HIOGO.
THE P. & O. S. N. Co.'s Steamship "KASHGAR" (not *Orissa* as originally advertised), will leave for the above place at 5 P.M. TO-DAY.
A. McIVER, Superintendent.
P. & O. Office,
1908 Hongkong, 4th January, 1876.

FOR AMOY, TAMSUI, TAIWANFOO AND TAKAO.
THE Steamship "HAILOONG," Captain Abbott, will be despatched for the above Ports TO-DAY, the 5th instant, at Noon, instead of as previously notified.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
17 Hongkong, 3rd January, 1876.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship "KWANGTUNG," Captain Pitman, will be despatched for the above Ports TO-MORROW, the 6th instant, at daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
15 Hongkong, 3rd January, 1876.

FOR SHANGHAI.
THE German Steamship "ALTONA," Müller, Master, shortly expected from Singapore, will have quick despatch as above.
For Freight or Passage, apply to
WM. PUSTAU & Co., Agents.
16 Hongkong, 3rd January, 1876.

FOR LONDON, *via* SUEZ CANAL.
THE Steamship "GLENROY," Captain Hogg, expected from Shanghai on or about the 15th proximo, will load as above at current rates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., *Agents.*
1914 Hongkong, 30th December, 1875.

OCEAN STEAMSHIP COMPANY.
FOR LONDON *via* SUEZ CANAL.
THE Company's Steamship "DEUCALION" will be despatched on or about the 14th prox.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
163 1915 Hongkong, 30th December, 1875.

FOR NEW YORK.
THE A1 British Bark "ARDENTINNY," Brown, Master, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
1895 Hongkong, 27th December, 1875.

FOR MANILA (*Direct*).
THE A1 Spanish Schooner "UNION," Mericoechevarria, Master, will receive an immediate despatch for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.,
1851 Hongkong, 17th December, 1875.

FOR NEW YORK.
THE A1 American Bark "ARMENIA," Salter, Master, will load here and at Whampoa, and will have immediate despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1890 Hongkong, 24th December, 1875.

FOR SAN FRANCISCO.
THE A1 British Barque "MIRELLA," 727 tons, Ed. Pitt, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1840 Hongkong, 15th December 1875.

FOR NEW YORK.
THE new A1 American Bark "CAPRERA," Chas. S. Rendell, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to
VOGEL, HAGEDORN & Co.
1810 Hongkong, 10th December, 1875.

FOR SALE.
DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to
S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

PATENT SLIP & DOCK COMPANY
AND
NOVELTY IRON WORKS,
No. 32, PRAYA WEST,
MACHINE, BOILER, AND BLACKSMITH SHOPS,
IRON AND BRASS FOUNDERS.
THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.
A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.
Boats and Steam Launches built to order.
H. C. BAILIE,
Manager.
Office, Novelty Iron Works, Praya West,
Hongkong, 26th July, 1875. [6m 1148

NOTICE.
IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Vessels on the Berth.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "THIBET," Captain EASTLEY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 6th January, at Noon.
Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 5th January.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.
Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 27th December, 1875.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, AND CALCUTTA.
ON THURSDAY, the 13th January, 1876, at Noon, the Company's Steamship "MEIKONG," Commandant FOACHE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 12th January, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 3rd January, 1876.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE S.S. "CHINA" will leave Hongkong for San Francisco, via Yokohama, on SATURDAY, the 15th January, 1876, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.
A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, viâ the Inland Sea Ports, about same date, and make close connection at Yokohama.
At New York, Passengers have selection of various lines of steamers to England, France, and Germany.
Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B EMORY,
Acting Agent.
Hongkong, December 20th, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.
THE S.S. *GAELIC* will be despatched for San Francisco, viâ Yokohama, on TUESDAY, the 1st February, 1876, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.
Connection is made at Yokohama with Steamers from Shanghai.
Freight will be received on board until 4 P.M. of the 31st instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.
Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.
For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, January 1st, 1876.

FOR SALE.
LETTS' DIARIES for 1876, in every variety.
LANE, CRAWFORD & Co.
tf 1560 Hongkong, 19th October, 1875.

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1875.

Post-Office Notifications.

A mail will close

For Saigon.—Per *Gunga*, to-day, the 5th inst., at 7.30 A.M.
For Manila.—Per *Esmeralda*, to-day, the 5th inst., at 11.30 A.M.
For Amoy, Tamsui, Taiwanfoo, and Takao.—Per *Hailoong*, to-day, the 5th inst., at 11.30 A.M.
For Yokohama, &c.—Per *Ceylon*, to-day, the 5th inst., at 11.30 A.M.
For Shanghai, &c.—Per *Kashgar*, to-day, the 5th inst., at 4 P.M. Late Letters, from 4.10 to 4.30 P.M.
For Swatow, Amoy, and Foochow.—Per *Kwangtung*, to-day, the 5th inst., at 5 P.M.

MAILS BY THE ENGLISH PACKET.
The English Contract Packet *THIBET* will be despatched with the Mails for Europe, &c., on THURSDAY, the 6th January.
The following will be the hours of closing the Mails, &c.:—
Wednesday, January 5th,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
Thursday, January 6th,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.
ALFRED LISTER,
Postmaster General.
General Post-Office,
Hongkong, 28th December, 1875.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *MEIKONG* will be despatched on THURSDAY, the 13th instant, with Mails to and through the United Kingdom *viâ* Marseilles; to Europe, Saigon, Singapore, Galle, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.
The following will be the hours of closing the Mails, &c.:—
Wednesday, 12th Jan.,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
Thursday, 13th Jan.,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) *addressed to the United Kingdom or to Singapore* may be posted on payment of a Late Fee of 18 cents extra postage until
11.30 A.M., when the Post Office CLOSES entirely.
ALFRED LISTER,
Postmaster-General.
General Post Office,
Hongkong, 3rd January, 1876.

MAILS BY THE UNITED STATES' PACKET.
The United States' Mail Packet *CHINA* will be despatched on SATURDAY, the 15th January, at 3 P.M., with the Mails—
For Yokohama, San Francisco, the United States, and the United Kingdom.
The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.
Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.
The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.
Correspondence addressed to Yokohama and the United States must be superscribed per *CHINA*, and that addressed to the United Kingdom must be superscribed "*viâ San Francisco.*"
ALFRED LISTER,
Postmaster-General.
General Post Office,
Hongkong, 28th December, 1875.

Arrangements have been made for the Registration of Correspondence exchanged between the United States of America and this Colony by Pacific Mail Packets of the Occidental and Oriental Steam Ship Company.
The Registration Fee will be 8 cents for each letter, over and above the Postage. This fee, as well as the Postage, must be prepaid.
No letters can be Registered after 2 P.M. on the day of departure of the Mail.
ALFRED LISTER,
Postmaster-General.
General Post Office,
Hongkong, 11th November, 1875.

The following reduced Rates of Postage will take effect from this day:—

	Letters. Cents.	Newspapers. Cents.	Books & Patterns. Cents.
PORTUGAL,— Viâ Southampton,	34 per ½ oz.	6	6 per 2 oz.
AZORES ISLANDS,— Viâ Brindisi, Viâ Marseilles,	40 per ½ oz.	8	14 per 2 oz.
Viâ Southampton,	34 per ½ oz.	6	6 per 2 oz.
CANARY & MADEIRA ISLANDS,— Viâ Brindisi, Viâ Marseilles,	34 per ½ oz.	8	12 per 2 oz.
Viâ Southampton,	28 per ½ oz.	6	6 per 2 oz.
HONOLULU AND HAWAII,— Viâ Brindisi, Viâ Marseilles,	36 per ½ oz.	10	14 per 2 oz.
Viâ Southampton,	30 per ½ oz.	8	8 per 2 oz.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 5th August, 1875.

The Postmaster at San Francisco has given notice that letters despatched from this Colony (whether through the Post Office, or as consignees' letters) by the United States Mail Packets, will not be forwarded to any places not within the United States unless the proper Postage from America to such places be prepaid in *American* Postage Stamps, but will be returned to this Office.
Such letters should either be prepaid in both Hongkong and American Stamps as above, or posted to an Agent in the United States.
This notice chiefly applies to the following places, the American rates of Postage to which are as follows:—

	LETTERS. Cents.	NEWS-PAPERS. Cents.	BOOKS. Cents.
Honolulu	6 per ½ oz.	2	4 per 4 oz.
Brazil	15 „ ½ oz.	—	—
Peru, Chili, &c.	22 „ ½ oz.	—	10 per 4 oz.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 12th July, 1875.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows, viz:—
For a packet not exceeding [illegible] in weight.......... [illegible] cents.
For a packet above 1 ounce not exceeding 2 ounces.......... 4 „
For a packet above 2 ounces not exceeding 4 ounces.......... 8 „
and eight cents for every additional four ounces.
These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that the rates of postage chargeable henceforth on *Letters* addressed to the United Kingdom, and to places beyond the United Kingdom, when forwarded by French Packet, will be the same as those chargeable on Letters forwarded by British Packet viâ Brindisi.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

Extracts.

LOST IN IMAGINATION.

I sit me down in my quiet room,
The last of a household band;
The wild rose sheds a sweet perfume,
And the bats flit past in the gathering gloom
Like gnomes from another land.

Now sweetly falls on the list'ning ear
The ring of the evening bell;
Like music heard from some distant sphere,
Now almost hushed, now sounding clear,
In full harmonic swell.

The stars come forth from their homes above,
A bright and beautiful throng,
And gaze on me with their looks of love,
With power my inmost heart to move
With feelings deep and strong.

And I no longer am sitting there
The last of a household band;
But circled by loved ones, that round my chair
Press close and closer their forms of air,
As they throng from the spirit-land.

—*The Argosy.*

LEIGH HUNT.

Leigh Hunt's simultaneous walk and talk were charming; but he also shone brilliantly in his after breakfast pacings up and down his room. Clad in the flowered wrapping-gown, he was so fond of wearing when at home, he would continue the lively subject broached during breakfast, or launch forth into some fresh one gladly prolonging that bright and pleasant morning hour. He himself has somewhere spoken of the peculiar charm of English women, as "breakfast-beauties," and certainly he himself was a perfect specimen of a "breakfast-wit."—*Gentleman's Magazine.*

ALPINE SCENERY.

"A certain amount of truth underlies the current criticism on Alpine scenery. In the 'blue unclouded weather' which sometimes, to the joy of mountaineers and sightseers who reckon what they see by quantity rather than by quality, extends through a Swiss August, the air is deficient in tone and gradation. In the central cantons the prevailing colours are two tints. The vivid hue of pastures and broad-leaved trees is belted by the heavier shade of pine-woods, and both are capped by a dazzling snow-crown, producing an effect to a painter's eye crude and unmanageable. The Alps have, in common with most great natures, rough and rugged places, such as are not found in more every day lives or landscapes. Their outlines are often wanting in grace, and of a character which does not very readily fall into a harmonious composition. But to allow all this is only to show that here, as elsewhere, there is need for selection before imitation. Familiarity with what he represents is essential to the painter's success. Men paint best as a rule the scenery of their own homes. Perugino gives us Umbrian hills and the Lake of Thrasimeno; Cima and Titian Venetian landscapes and colours; Turner loves most English seas and mists. It is useless, except for a rare genius, to go once to Switzerland and paint one or two pictures; for in the mountains knowledge is especially needed. If the painter wishes to paint the central snowy range as portions of the landscape rather than to study them for themselves, he should begin with the further side of the Alps. There, even in the clear summer weather, when the Swiss crags seem most hard and near, and the pine trees crude and stiff, all the hollows of the hills are filled with waves of iridescent air as if a rainbow had been diffused through the sky. The distances, purple and blue, float before the eye with a soft outline like that of the young horns of a stag. Even the snows are never a cold white; after the red flush of dawn has left them they pass through gradations of golden brightness until, when the sun is gone, they sink into a soft spectral grey. And in the foreground woods of chesnuts and beeches spread their broad branches over wayside chapels bright with colour and mossy banks, the home of delicate ferns and purple-hearted cyclamens. To those who know them the names of Val Rendena, Val Sesia, Val Anzasca, and Val Maggia call up visions of the sweetest beauty."—*From "Italian Alp-Sketches," by D. W. Freshfield.*

RUSSIAN PROVERBS.

When Peter the Great ordered his subjects to shave, these conservative Nonconformists besought him to cut off their heads rather than their beards, and not "to destroy Christ's likeness." From the penalty then exacted from them arose the saying, "Without a rouble thou canst not let thy beard grow." Among ordinary mortals two conflicting proverbs are current. As the moujik is always bearded, he says: "A beard is honourable, but even a cat has moustaches"; to which a *Sapadnik*, or Western, may reply, "Moustaches for honour, but even a goat has a beard." While alluding to the schismatics we may mention that, according to them, "Tea, coffee, tobacco, and potatoes have been cursed by seven General Councils"; that "He who smokes tobacco drives out of himself the Holy Ghost"; that "Who drinks coffee, him shall thunder slay;" and that "He who drinks tea must not hope for salvation." With respect to the latter beverage, a more poetic saying laments the fact, that "Into Russia has flown a Chinese dart, and fixed itself in the peasant's heart." More consolatory than these statements is the schismatic's opinion that "In the other world every pockmark will become a pearl." Similarly conservative, but conceived in a rational spirit, are the moujik's opinions with regard to the deference due to age, the respect to be conceded to parents. "Even in the Horde are old folks revered," is a time-honoured adage; and a sad picture of unrespected age is suggested by the statement that "The Devil is old, yet he has no birthday"—or rather no name-day, for the Russians honour not the anniversary of a friend's birth, but the day of the saint whose name he bears. As a general rule, age and wisdom go together, and a greybeard's advice commands respect, for "An old crow croaks not for nothing." Sometimes, however, a man becomes vicious in advanced life, and of him folks say, "There's grey in his beard and the devil in his ribs." As regards the treatment of a wife by her husband, proverbs differ. "Love your wife like your soul, and beat her like your *shuba*" (overcoat or furs), says one of a stern class, to which another responds in the same spirit, "Not long hurt the bumps from a loved-one's thumps." Wives have undoubtedly been subjected to much ill-treatment in Russia, where many husbands have always been of the opinion that "He who gives his wife liberty robs himself;" or "Liberty spoils a good wife." Some proverbs are cynical as to the advantages of matrimony. If "The bachelor cries 'Ah, Oh!' the married man cries 'Ai, Ai!'" and those who "Wed once, wail always." Nor can the marriage-yoke be got rid of, however much it may gall. "A wife is not a guitar; when your playing is done, you can't hang her up on the wall"; nor is she "A saddle which a man can fling off his back." One of the brief dramatic proverbs tells a mournful tale. "Why so blithe?"—"I'm going to be married." "Why hangs your head?"—"I've got married." But this is one of the skits on women familiar to all lands. More complimentary to the married state are such remarks as, "God help the bachelors, the housewife helps a husband"; "The master is the head of the house, the mistress its soul"; or the statements that "The cuckoo complains because she has no nest," and "It's a bore to go alone even to get drowned"; or this recommendation: "A good wife and rich cabbage-soup; other good things seek not!"—*Quarterly Review.*

THE CLERICAL LIFE.

If the church is to be disestablished it is somewhat difficult to see what is to be done with all the amiable, well-educated, and gentlemanly young men who at present take holy orders. It is sometimes said that the Bar is overstocked with really competent men who are willing to work if they could only find work to do. For one barrister in the "Law List" there are at least half-a-dozen clergymen in the "Clergy Directory," and yet, somehow or other, we hear no complaints of the Church being overcrowded, while the Bishops assure us that the supply of University men is, if anything, falling off. This is the more strange when we consider how comfortable and desirable a life an English country clergyman leads. Putting exceptionally rich and exceptionally poor benefices out of the question, the value of a living is in rough figures somewhere about £500 a-year, with a house and grounds and an acre or two of land. Such a position is not in itself a bad one, and if a man has a little money of his own besides, or if his wife has a little, he will be far better off than the average country professional man. It is astonishing how in the country, when a man has no rent to pay, a very good appearance can be kept up for a very little money. Servants' wages are cheap; food is cheap; hospitality does not assume ruinous forms; the milliner's bill, like the tailor's, can be kept within moderate dimensions; and, indeed, the only really serious expense is when the time comes for the boys, if there are any, to be sent to school. The late Archbishop of Canterbury used to say that he never knew what it was to be a poor man until he gave up school-mastering and accepted a bishopric. Similarly the country clergyman, although his income may be nominally small, is in reality a rich man. No one expects the clergyman to give big dinner-parties, or to subscribe to the hounds or to anything else, or to dress his daughters in sealskin jackets, or to keep a close carriage. The local professional men—the physicians and solicitors and surgeons—must do this, or else it will be argued that their business is falling off, and that they are obliged to retrench. Indeed, the country surgeon or the young solicitor in a small country town has often very hard work to keep the wolf from the door. To the parson, on the other hand, a sort of tradition attaches that his income is small, and that the Aristotelic virtue of *megaloprepeia*, or spending his money as a gentleman should, is not expected of him. More than this, it is regarded as creditable in him, and indeed more or less self-sacrificing, to do what other men are expected to do as a matter of course. Like the Queen, the parson finds it ascribed to him as a positive virtue that his domestic life is ostensibly happy, and that his sons and daughters have not gone to the bad. It is, in short, very difficult for him to do wrong; and if, by any accident, he has his failings, they are spoken of with bated breath as if they were the result of some divine and mysterious dispensation for which he is not himself personally responsible.

If he is at all a man of simple habits, with a taste for country life, his lot must be an eminently desirable one. He is practically a sinecurist with a pleasant country-house. Socially he ranks above the doctor and solicitor, and next to the squire; he can dine with the Lord-Lieutenant, and the right of his wife and daughters to attend the county ball is indisputable. The great advantage, however, of his position is, that he has literally nothing to do, and can do it in his own way, without giving offence to anybody. The solicitor is obliged to spend a certain portion of every day in his office. The surgeon has long distance to travel in all weathers. The parson has as little to do as the squire himself. His duties are summed up in his sermons—which after a year or two become as mechanical a matter as an after-dinner speech—and in visiting one or two old women, and keeping his schools in order; while if he has a wife and daughters they can relieve him of everything but the sermon, and occasionally even of that. What he does with his time, so long as he does not frequent the public billiard-room, nobody inquires. Hunting, shooting, and riding are tolerated in him, while fishing, boating, and farming are regarded as absolutely commendable. We do not positively remember a single instance of a parson who has driven tandem, but all Oxford men must know one who keeps a pack of hounds and hunts them twice a week, while in coursing districts three or four pair of greyhounds are regarded as a mere matter of course. The parson, however, is not, as a rule, over-given to field sports or athletic exercises, and he usually employs his leisure time either in farming, or in taking pupils, or in literary work. The latter is seldom lucrative, and in spite of such brilliant examples to the contrary as "A. K. H. B.," it is to be feared the London publishers regard the country parson as their natural enemy. Farming on a small scale almost always pays itself, while it perceptibly diminishes the household expenses. Pupils, however, are the country parson's sheet anchor. If he took at all creditable honours, or was at all popular at college, or has a connection either through himself or his wife with the fashionable world, he can almost command his own terms; and a couple of pupils will pay the curate's salary and go a long way towards sending the boys to school.

Nor is this all. The Church has really far more big prizes than has the Bar. A bishopric is in many ways preferable to a seat on the Bench, and there are far more deaneries and canonries and rich rectories than there are county court judgeships or recorderships. If a man be a gentleman, with decent university honours, a little *savoir-faire*, and a very moderate amount of literary or rhetorical ability, he may count on a good prize in the Church as a matter of absolute certainty.—*Examiner.*

FREE-AND-EASY BEAUTIES.

In a general way, there is a certain air of formality about even the greatest flirt when she happens to be unmarried. The beau who desires to stand well in her favour must approach her with caution, and must remember that she is likely to lapse into the melting mood only when the eyes of the world are not upon her. It will necessary for him, moreover, to take the initiative, and to arrive at an estimate of what her real feelings are, by observing sundry apparently insignificant signs rather than by watching her usual demeanour. The latter, as a matter of fact, is of little account. The young lady who will talk loudly with nine out of ten gentlemen with whom she is brought in contact, when she is surrounded by a large gathering, is frequently by no means the inveterate spoon that is the maiden who, when in company, is inclined to be excessively prim and conventional. The first-mentioned possesses the instincts of an actress, and plays up to you as much for the purpose of impressing her friends and acquaintances, as for the sake of ministering to any purely sentimental feeling. The last-mentioned, on the other hand, shuns general observation because she has an objection to be talked about, and becomes confidential and languishing when free from general observation, simply on account of the fact that her mind is of a romantic, and, perhaps, rather mawkish order. It is probable that mere vanity, as much as any inclination of an amorous nature, is often the mainspring of the action which she takes, there being no evidence to the effect that the feminine mind takes less delight in making conquests than does the masculine. This is by the way. Without stopping to analyze the motives by which young and unmarried beauties are actuated, this much may be taken as proved, that they never appear quite themselves. Most of them would like to get married, but there are very few who will state this much, though nearly all show it by the line of conduct which they adopt. Now a few of them have a preference for certain representatives of the male species, but, so far from frankly avowing that this is the case, they take immense pains to disguise the fact. A large proportion of them crave after the company of members of the opposite sex, yet the majority of them persistently pretend that to nothing are they so indifferent as the society of gentlemen. Their love for each other is not always of an overpowering character, but the manner in which they act is certainly calculated to lead to a different conclusion. All this may be the result of the natural modesty of the female character, and may be quite in harmony with the tone of polite society. But there is reason to believe that if women were not diffident, and fearful, above all other things, of aught that is unkind being said of them, they would pursue a different policy. The veteran flirt, who has flirted desperately for a number of years, but has never succeeded in hooking a husband, is more pronounced than is the juvenile coquette, but it is a question whether her feelings are very much different. In a free-and-easy fashion she lays siege to your heart, and is not desperately offended if, encouraged by her bearing, you become just a trifle more forward than is properly permissible; her less experienced rival waits and hopes for you to commence an attack upon her affections, but neither is she deeply grieved nor mortally offended if you prove bolder than she, perhaps, anticipated. In the one case the man has, to use a sporting phrase, to make all the running; in the other, he gets materially assisted and occasionally is urged on just a trifle faster than he wishes to go.

The experienced flirt is not the most striking example of the free-and-easy flirt. There are limits which even she is not daring enough to pass. It appears to be thought that not until a woman has been married is she permitted to act as she pleases and to say what she chooses, without bringing down upon herself general censure. Not a few ladies show that the tying of matrimonial bonds has a great effect upon the female character. We must leave others to account for this singular fact, for we know nothing in marriage that should tend to revolutionize human nature. But, its cause explained or not, the circumstance remains, and the model, free-and-easy beauty is a married lady. It may be said that it would be well if, occasionally, she were not quite so free and easy. Possibly, husbands do not flatter themselves upon the fact that she possesses a power which rarely failed to attract male admirers to her side, and that she is so amiable as to go to some trouble to make herself agreeable to them. But the feelings of husbands are, perhaps, matters of small consideration to the free-and-easy beauty, who, probably, reasons that because she is married, she should not be denied the privilege of having a little bit of quiet flirtation with a gentleman, provided that he be at one with her upon the desirableness of holding it. Certainly, she will make the way easy for him. Unless he be stupid he will have no difficulty in flattering her to the top of her bent, for she is kind enough to indicate, in a sufficiently plain manner, the description and quantity of compliments which she wishes to receive. Nor will he have any trouble in keeping up a conversation with her, for she is a forcible indication that marriage has a wonderful effect in loosening some women's tongues. Perhaps, he will find it harder to steel his heart against the languishing glances which are directed towards him, and the dulcet accents which fall upon his ear, but this is a matter upon which it would be unwise to speak dogmatically. She has her favourite topics of conversation, anything pertaining to matrimony or of a sentimental order being regarded by her with peculiar satisfaction. She leads you to understand plainly enough that the majority of her sisters would be only to glad to change their state of single blessedness, if they got the chance of doing so in a manner consonant with their feelings; and she is constantly urging you on to commit an indiscretion of the kind under consideration. She pretends to have the power of seeing into your heart, and is not backward in apprising you of the fact if she imagines you are a victim to any of the tender emotions. Perhaps her style of raillery is at times a trifle vulgar, and people may feel justified in thinking that if she did not possess so much confidence and so much sharpness of intellect in a certain direction, they would be better pleased. Granting that it may be pleasant to flirt with a pretty woman—though she be married—the pleasantness of the proceeding, probably, not being less because it is an improper one, the thing may be carried to excess so far as you are concerned. Free-and-easy beauties are, after all, but mortal, and some of them are "very much so."—*Liberal Review.*

PARLIAMENTARY REPORTING.

What we to-day think of as journalism began when young Samuel Johnson first composed Parliamentary speeches for *Cave's Magazine*, in 1740, which is equivalent to saying that it began in systematic deception. Johnson avowed the fact a few years later at Foote's table, and avowed it with feelings that seemed nearer akin to exultation than shame. A certain speech, attributed to the elder Pitt, being highly commended, one of the guests took down the magazine and read it aloud. When the company had given full vent to their admiration, Johnson, who had sat silent during the scene, startled them all by saying, "That speech I wrote in a garret in Exeter-street." Responding to their amazement, he explained—"I never was in the gallery of the House of Commons but once in my life. Cave had interest with the doorkeepers. He and the persons employed under him had admittance. They brought away the subject of discussion, the names of the speakers, the side they took, and the order in which they rose, together with notes of the various arguments adduced in the course of debate. The whole was afterwards communicated to me, and I composed the speeches in the form they now have." Here, perhaps, we have the origin of Dr. Johnson's aversion to newspapers, for we all abhor our sins when another commits them. He wrote in one of his *Idlers* for 1758, that if an ambassador may be defined as "a person who lies abroad for his country's good," editor is one "who lies at home for his own." Towards the end of 1770 a daring effort was made by a number of printers to break through the privilege of the House, and boldly publish its proceedings. This created a great storm. The subject was taken up by the House in the beginning of the year 1771, and a squabble ensued. From that period the proceedings of the House have been regularly published.—*Cassell's Old and New London.*

DOING NOTHING.

I once had a friend who got through an amazing amount of work, and was on this account a wonder to every one who knew him. I asked him on one occasion what his secret was, as I felt sure he had one, and, after a number of modest disclaimers, he told me that, finding he was of an idle disposition, he had made a firm resolve, and to a great extent carried it out, "never be doing *nothing*." He confessed that the result astonished even himself. Any one who will follow his example may do great things. It is the minutes and half-hours which are wasted. Time spent in taking needful rest and recreation is well spent; time spent in standing about and "lazing" is usually entirely lost.—*Cassell's Magazine.*

HONGKONG MARKETS.

As Reported by Chinese on the 4th January, 1876.

COTTON GOODS.

Article	Price
American Shootings, 15 lbs.	per piece $2.50 a 2.60
American Drills, 30 yards	2.75 a 2.80
" " 40 "	2.70 a 2.60
Cotton Yarn, No. 16 a 24	per 400 lbs. 98.00 a 105.50
" 28 a 32	111.00 a 117.50
" 38 a 42	118.00 a 130.00
" Bombay	85.00 a 87.50
Chintz	per piece $1.00 a 1.05
Dyed Spotted Shirtings	3.00 a 3.05
" Brocades Do.	3.85 a 4.10
" Damask Do.	5.80 a 6.90
English Drills, 30 yards	2.40 a 2.49
" 15 lbs.	3.00 a 3.15
" 16 lbs.	3.20 a 3.45
Grey Shirtings, 7 lbs.	1.70 a 1.90
" 8 lbs.	1.35 a 2.00
" 8¼ lbs.	2.15 a 2.50
" 9 lbs.	3.00 a 3.06
" 10 lbs.	3.35 a 3.50
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	1.45 a 1.50
" 24 " & 32 in. 7 lbs.	1.60 a 1.72
" 24 " & 36 in. 8 lbs. XO	2.15 a 2.20
" 24 " & 36 in. 8 lbs. QL	2.17 a 2.20
" 24 " & 36 in. 8 lbs. XX	2.70 a 2.73
Handkerchiefs, Blue	per doz. 0.60 a 0.70
" Brown	0.62 a 0.65
" Red	0.77 a 0.80
" Light Red	0.75 a 0.73
Jeans, 30 yards	2.30 a 2.43
Muslins, White, Plain, 12 yards	per piece 1.15 a 1.25
" Figured 24	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	2.15 a 2.25
" 3 lbs.	2.30 a 2.35
Velvets, Black, 22 in.	per yard 0.31 a 0.32
" Gentian, 22 "	0.10 a 0.20
Velveteens, Black	0.24 a 0.25
" Gentian	0.30 a 0.33
White Shirtings, 54 a 60 reed	per piece 1.95 a 2.10
" 64 a 66	2.45 a 2.60
" 68 a 80	2.80 a 3.45
" 600	3.85 a 3.90
" 7,000	3.50 a 3.55
" AA	1.90 a 1.95
" EP	2.00 a 2.05
" MH	4.70 a 4.75
" EI	6.04 a 6.10
White Spotted Shirtings	3.50 a 3.55
" Brocades	2.70 a 2.75

WOOLLEN GOODS.

Article	Price
Blankets, 7 lbs.	per pair $2.85 a 3.20
" 8 lbs.	3.20 a 3.30
" 9 lbs.	3.85 a 4.05
" 10 lbs.	4.75 a 5.20
" 12 lbs.	6.10 a 6.20
Camlets, 888	per piece 16.00 a 16.50
" 88	17.50 a 18.00
" 8	18.50 a 19.00
" BB	19.00 a 19.50
" AAA	18.00 a 18.50
" LLL	16.50 a 17.00
Cloth, Broad	per yard 2.18 a 3.00
" Medium	1.08 a 1.30
Long Ells, MM Scarlet	per piece 9.50 a 9.60
" Assorted	8.80 a 9.00
" HH Scarlet	9.40 a 9.50
" Assorted	8.60 a 8.70
" H Scarlet	9.40 a 9.50
" Assorted	8.70 a 8.80
Lustres, Figured	5.05 a 5.10
Lasting, DD	15.00 a 15.50
Orleans, Plain	5.00 a 5.30
Spanish Stripes	per yard 0.80 a 0.81

METALS.

Article	Price
Iron, Nail Rod	per picul 2.85 a 3.00
" Hoop	3.55 a 3.60
" Bar	2.90 a 2.95
" Wire	7.50 a 7.65
Lead	7.50 a 7.70
Pigs, W.B.	7.50 a 7.80
" Lead, L.B.	7.50 a 7.60
Quicksilver, English	95.00 a —
" American	95.50 a —
Steel, English	per tub 4.25 a 4.35
" Swedish	5.20 a 5.30
Sheathing Metal	per picul 23.00 a 24.00
Spelter	7.00 a 7.75
Tin, Malacca	per picul 23.70 a 24.30
" Plates	per box 6.90 a 7.00

PRODUCE.

Article	Price
Almonds	per picul $21.00 a 22.50
Alum, 1st quality	1.30 a 1.35
" 2nd "	1.45 a 1.50
Bark, Siam	0.83 a 1.10
" Camphor	13.60 a 14.00
Bache de Mer	30.00 a 35.00
Bees Wax, Japan, White	29.50 a 0.75
" " Yellow	48.00 a 53.00
" Hankow, White	63.00 a 69.00
Birds' Nests, 1st quality	per pcl. $3,300 a 4,000
" 2nd "	650 a [illegible]
" 3rd "	170 a 270
Brimstone	3.25 a 3.50
Buffalo's Hide, Manila	12.00 a 15.50
Camphor, packed	13.80 a 14.00
" Baroos, clean	5,000 a 5,100
" Refuse	3,000 a 3,500
Cardamons, Superior	150.00 a 165.00
" Inferior	22.50 a 23.50
Cloves	40.00 a 42.00
Coals, Afloat	per ton
" English steam	12.75 a —
" Sydney	11.75 a —
Coffee	per picul 22.20 a 24.50
Copper Sheathing, Japan	24.00 a —
" Rod	24.50 a —
" Nails	23.50 a 23.80
Cotton, Shanghai	18.00 a 18.50
" Bombay	13.50 a 16.00
" Shantung	21.00 a 22.00
" Ningpo	19.00 a 19.50
" Tientsin	19.00 a 19.50
" Tungchow	20.00 a 20.50
" Calcutta	13.00 a 15.50
Cotton Seeds, Saigon	5.50 a 6.60
" Siam	5.80 a 5.90
Cow's Hide	8.50 a 9.75
Cuttlefish, Japan	21.00 a 22.50
" without bones	11.50 a 14.00
" Chuachow	27.50 a 29.50
Cutch	5.80 a 6.00
Dates, Black	3.75 a 4.28
" Red	8.50 a 8.85
Dried Lily Flowers	8.00 a 8.45
Elephant's Tooth, 4 a 5 pieces	250 a 300
" 7 a 8	200 a 220
Flour, California, per sack of 50 lbs.	1.30 a 1.40
" American per barrel of 100 lbs.	2.70 a 2.80
" of 200 lbs.	6.10 a 6.35
Fungus	33.50 a 34.00
Flints	0.50 a 0.64
Ginseng, American, 1st quality	220.00 a 300.00
" 2nd "	160.00 a 210.00
Hams, Ordinary	15.40 a 18.50
" Superior	28.50 a 30.00
Hemp, Hankow	10.50 a 11.50
" Siam	10.40 a 11.00
Isinglass, Japan	30.00 a 45.00
Melon Seeds, 1st quality	5.60 a 5.75
" 2nd "	5.20 a 5.35
Mushrooms	55.00 a 60.00
Mussels, Dry Siam large	11.00 a 12.50
" " middle	7.50 a 8.50
Mussels, Dry Siam small	per picul $5.50 a 5.85
Peas, White	1.80 a 1.85
" Green	2.05 a 2.10
" Black	1.58 a 1.60
" Yellow	1.70 a 1.75
" Green Beans	1.80 a 1.75
Pearl Barley	6.50 a 7.80
Potatoe Flour	1.94 a 2.45
Putchuck	13.00 a 14.70
Rhinoceros Horn	2,000 a 3,000
" Mother	2,000 a 2,100
Rice, Bengal, Cargo No. 1	2.45 a 2.50
" " 2	2.20 a 2.25
" Siam, white	1.55 a 1.60
" " mill cleaned	1.45 a 1.50
" Manila	2.35 a 2.40
" Singapore	1.88 a 1.91
" Saigon	1.40 a 1.80
" Arracan	2.10 a 2.15
" Rangoon	2.15 a 2.40
Saltpetre	4.75 a 5.50
Seaweed, Green	2.05 a 2.20
" Cut	3.75 a 3.90
Sesamum, White	3.30 a 4.00
" Black	2.85 a 3.10
Sharksfin	35.0[illegible] a 58.50
Shellfish, Japan	27.00 a 45.00
" California	14.00 a 14.60
Stockfish	6.00 a 6.40
Straits Produce, &c.:—	
Rattans, Straits	per picul 5.30 a 5.50
" Banjar	4.25 a 4.50
Pepper, White	16.80 a 17.50
" Black	10.20 a 10.40
Betel Nut	2.50 a 2.85
Sandal Wood, Malabar	4.10 a 4.20
" South Seas	14.50 a 16.00
Sapan Wood, Manila	1.60 a 2.00
" Siam	2.25 a 2.50
Sugar, Canton, White, 1 a 3	6.15 a 8.50
" Dark Brown	4.70 a 5.00
" West Coast, Dark Brown	— a —
" Manila, Dry White	5.45 a 5.60
" Candy	8.45 a 8.50
" Foochow	8.90 a 9.30
Vermicelli, Tientsin	8.50 a 9.20
Walnuts	4.50 a 4.85
Wheat, Tientsin	1.75 a 1.80
" California	2.00 a 2.05
Wood Oil	Tls. 57.8.0 a —
Pea	51.0.0 a 51.6.0
Tea	$0.25 a 0.55
Window Glass	per box 3.20 a 3.30

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Abbotsford	C. Patterson	Brit. str	649	Jardine, Matheson & Co	
Albay		Span. str	269		Repairing
Amoy	Drewes	Brit. str	814	Siemssen & Co	Shanghai
Arratoon Apcar	A. B. McTavish	Brit. str	1592	D. Sassoon, Sons & Co	
Cassandra	H. Langer	Ger. str	937	Jardine, Matheson & Co	
Ceylon	J. Orman	Brit. str	1140	P. & O. S. N. Co	
Cheviot	W. Watt	Brit. str	764	Ah Yon	Saigon, &c.
Chien Shing	J. R. Broadley	Brit. str	62	Order	
Egeria	Johannson	Ger. str	1087	Siemssen & Co	
Esmeralda	E. Thebaud	Brit. str	385	A. MacG. Heaton	Manila
Eu-yew	A. Croad	Chi. str	920	C. M. S. N. Co	Shanghai
Gunga	Garceau	Fren. str	797	Landstein & Co	
Hailoong	C. Abbott	Brit. str	277	D. Lapraik & Co	
Ichang ‡	B. Martin	Brit. str	700	Butterfield & Swire	
Kashgar	E. D. Baker	Brit. str	1560	P. & O. S. N. Co	
Kinshan ‡	Cary	Brit. str	1050	H. C. & M. Steamboat Co	
Kiu-Kiang	Morton	Brit. str	1061	H. C. & M. Steamboat Co	
Kwangtung	Pitman	Brit. str	491	D. Lapraik & Co	East Coast
Lotus	James Gray	Brit. str	1406	D. Sassoon, Sons & Co	
Madagascar	E. Timm	Ger. str	884	Siemssen & Co	
Montgomeryshire	Sturrock	Brit. str	1146	H. Kiser	
Ningpo	Rayner	Brit. str	764	Siemssen & Co	
Norna	C. Koch	Brit. str	606	Kwok Acheong	Swatow
Orissa	J. Reeves	Brit. str	1146	P. & O. S. N. Co	
Pernambuco	W. Hyde	Brit. str	643	Landstein & Co	
Powan §	A. Benning	Brit. str	1890	H. C. & M. Steamboat Co	
Rajanattianubar	G. Hopkins	Brit. str	933	Yuen Fat Hong	
Thibet	Enstley	Brit. str		P. & O. S. N. Co	Singapore, &c.
Venice	J. H. Watson	Brit. str	1271	Jardine, Matheson & Co	
White Cloud ‡	T. B. Benning	Brit. str	652	H. C. & M. Steamboat Co	
Yot-sai §	W. Kontwell	Brit. str	480	Kwok Acheong	

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Adler	Torgel	Ger. bk	471	Order	
Alfredo	Pittaluga	Ital. bk	909	Messageries Maritimes	
Alva	E. A. Souza	Port. sh	632	Nursey Kesowjee & Co	Bombay
America	Holdt	Ger. sh	1219	Siemssen & Co	
Anna Bella	W. Stephen	Brit. bk	334	Borneo Co	
Annie Gray	R. More	Brit. sh	727	Rozario & Co	Saigon
Ardentinny	Thos. Brown	Brit. bk	377	Russell & Co	New York
Balgownie	Brown	Brit. bk	324	Taylor & Thompson	
Beethoven	R. Huje	Ger. bk	340	Melchers & Co	
Birker	R. C. Alleyne	Brit. sh	1008	Vogel, Hagedorn & Co	
Bonito	J. Wisenberg	Ger. bk	524	Siemssen & Co	
Burra Noorfol	A. Worgitzky	Siam. bk	360	Chinese	
Canton	C. Knudsen	Siam. sh	779	Chinese	
Carolus Magnus	Thos. Miles	Brit. sh	1479	P. & O. S. N. Co	
Channel Queen	Lenfestey	Brit. sh	609	Ed. Schellhass & Co	
Charter Oak	Smith	Brit. sh	963	Jardine, Matheson & Co	
Chateaubriand	F. Horve	Fren. bk	384	Carlowitz & Co	
Craigie Lea	J. Landy	Brit. bk	621	Jardine, Matheson & Co	
Crusader	Gorham	Amr. bk	669	Vogel, Hagedorn & Co	
E. M. Young	Mollichen	Brit. bk	345	Captain	
Fabina	G. F. Stolze	Siam. sh	635	Kiu Tye Loong	
Fano	N. L. Norby	Dan. bk	275	Ed. Schellhass & Co	
Feiga	Christensen	Dan. bk	290	Ed. Schellhass & Co	
Flying Eagle	W. S. Crowell	Amr. sh	1004	Frazar & Co	
Fontenaye	G. B. Taylor	Brit. sh	634	Borneo Co. Limited	
Fortune	Scheltz	Siam. bk	447	Tack Mee & Co	
Franz	Hilderbrandt	Brit. sch	143	Frazar & Co	
Garibaldi	C. M. Noyes	Amr. bk	670	Order	
Genevieve	Lepretre	Fren. sh	649	Order	
Glory	T. T. Witt	Siam. bk	449	Tack-mee & Co	
Gloucester	Vincent	Brit. bk	526	Rozario & Co	Dunedin
Gryfe	Roberts	Brit. sh	1086	Vogel, Hagedorn & Co	
Gustav Adolph	F. Ahlmann	Ger. bk	272	Ed. Schellhass & Co	
Hastings	Craig	Brit. bk	541	Order	
Haze	Wilkinson	Amr. sh	862	Jardine, Matheson & Co	
Helena	Snow	Amr. bk	603	Vogel, Hagedorn & Co	
Hongkong	L. Castagnino	Peru. bk	443	Order	
Iris	Wendt	Ger. bk	509	Wm. Pustau & Co	
Johanne	A. Firnhaber	Ger. bg	252	Wm. Pustau & Co	
J. H. Jessen	Rasmussen	Ger. bk	350	Wm. Pustau & Co	
Louise Marie	Laine	Fren. bk	3[illegible]3	Carlowitz & Co	
Louisa	Scherloh	Ger. sch	260	Ed. Schellhass & Co	
Lucro	M. Colberg	Siam. bk	432	Chinese	
Lunalilo	W. H. Marsted	Haw. bk	473	Captain	
Manila II	H. L. Gormez	Ger. bk	515	Siemssen & Co	
Menam	Osmont	Brit. bk	468	Landstein & Co	
Mirella	Ed. Pitts	Brit. bk	727	Vogel, Hagedorn & Co	San Francisco
Morning Star	Edlefsen	Siam. bk	650	Chinese	
New Granada	E. Bauer	Ger. bk	294	Ed. Schellhass & Co	
New Era	Sawyer	Amr. sh	1145	Russell & Co	San Francisco
Nicoline	Ahlmann	Ger. str	313	Arnhold, Karberg & Co	
Norham Castle	Kelso	Brit. bk	698	Adamson, Bell & Co	
Novelty	D. M. Limmex	Brit. bk	376	Russell & Co	Takao
Paradise	W. Thure	Ger. bk	374	Siemssen & Co	
Prince Louis	Moore	Brit. sh	1330	Captain	
Queen of the Fleet	Witheridge	Brit. bg	265	Adamson, Bell & Co	
Rance	L. Grieler	Fren. bk	550	Carlowitz & Co	
Rapid	F. Hunte	Siam. bk	429	Tack-mee & Co	
Rowena	Bowden	Brit. bg	193	Vogel, Hagedorn & Co	
Sarah Nicholson	J. G. Selkirk	Brit. sh	938	Captain	
Shooting Star	A. L. Hellstrom	Siam. sh	618	Chinese	
Siamese Crown	Saxtorph	Siam. bk	540	Tack-mee & Co	
Sumatra	Mullin	Amr. sh	1072	Frazar & Co	
S. G. Reed	J. W. White	Amr. sh	652	Vogel, Hagedorn & Co	
Tartar	H. Kaemena	Ger. bg	256	Melchers & Co	
Tyburnia	R. Golder	Brit. sh	948	Gilman & Co	
Union	M'caechevarria	Span. bg	192	Remedios & Co	Manila
Victor	E. Sorensen	Nor. bg	260	Ed. Schellhass & Co	
Wega	Mahl	Ger. bk	393	Siemssen & Co	
White Eagle	Wm. Andrew	Brit. sh	899	Jardine, Matheson & Co	
William Turner	K. Vandervord	Brit. bk	431	Russell & Co	Melbourne

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Hongkong
Charybdis	steam corvette	17	400	Captain T. E. Smith	Kobe
Curlew	double sc. gun vl.	3	160	Comdr. E. J. Church	Yokohama
Dwarf	double sc. gun vl.	4	20	Comdr. Hon. Dawson	Yokohama
Egeria	double sloop	4	120	Comdr. R. Turton	Singapore
Fly	double sc. gun vl.	4	120	Comdr. John Bruce	Perak
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Amoy
Growler	double sc. gun vl.	4	120	Comdr. W. Stewart	Tientsin
Hart	double sc. gun vl.	4	120	Comdr. T. H. Royse	Hankow
Hornet	double sc. gun vl.	4	120	Lieut. A. F. S. Clair	Kinkiang
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Chefoo
Lapwing	double sc. gun vl.	3	169	Comdr. Sir W. Wiseman, Bart	Hongkong
Meanee	military hospital	—	—	—	Hongkong
Midge	double sc. gun vl.	4	120	Comdr. H. G. Salmond	Foochow
Modeste	steam corvette	14	350	Captain A. Buller	Penang
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Hongkong
Ringdove	double sc. gun vl.	3	160	Comdr. Singleton	Singapore
Swinger	double sc. gun vl.	2	60	Lieut. Comr. Bolitho	Nagasaki
Sylvia	double sc. gun vl.	—	150	Captain St. John	Yokoska
Thalia	steam corvette	6	400	Capt. H. B. Woollcombe	Shanghai
Thistle	double sc. gun vl.	4	120	Comdr. F. Stirling	Perak
Victor Emanuel	receiving ship	14	—	Commodr. J. E. Parish	Hongkong
Vigilant	despatch vessel	2	250	Lieut. H. C. D. Ryder	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Montcalm	French cor.	[illegible]83		Krantz

SHIPPING IN THE CHINA WATERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
				WHAMPOA. STEAMERS.	
Lintin		Brit. str	69	Kwok Acheong	

WHAMPOA.

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Armenia	Salter	Amr. bk	326	Vogel, Hagedorn & Co	New York
Carl Ritter	H. C. Lausen	Ger. bk	596	Siemssen & Co	Hamburg
Caprera	Randell	Amr. bk	700	Vogel, Hagedorn & Co	New York
G. T. Ray	P. Fraser	Brit. bk	356	Olyphant & Co	New York
Presto	Laidman	Brit. bk	384	Arnhold, Karberg & Co	

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
An-lan †	Godail	H.I.C.M.	g-b.		
Chen-jui ‡	Wade	H.I.C.M.	g-b.		
Ching-Sing ‡	E. Choy	H.I.C.M.	g-b.		
Chung-hoi ‡	Demio	H.I.C.M.	g-b.		
Fung Shun	R. Andrew	Chi. str	862	C. M. S. N. Co	
Pong-chao-hai ‡	Palmer	H.I.C.M.	g-b.		
Tien-Po ‡	Longueville	H.I.C.M.	g-b.		
Yangtsze	Schultze	Brit. str	783	Siemssen & Co	

‡ *In the river between Cheung-chow and Canton.*

MACAO.

In port on 21st December, 1875.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Camoens	Guimaraes	Port. g-b.	80		
Concordia	J. L. da Silva	Port. bg	226	J. E. d'Almeida	
Spark ‡	Hoyland	Brit. str	140	H. C. & M. Steamboat Co	
Tejo	F. Cabral	Port. g-b.	444		

‡ *Running between Canton and Macao.*

SWATOW.

In port 24th on December, 1875.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Afoune	Valour	Fren. bk	417	Bradley & Co	
Charlotte Andrews	Place	Brit. bk	355	E. Vincent & Co	
Eleanor	Jobson	Brit. bk	433	Dircks & Kruger	
Frohlich	Helm	Ger. bg	360	Dircks & Kruger	
Holstein	Kulper	Ger. sch	280	Dircks & Kruger	
Jessie MacDonald	Stoll	Brit. sch	275	Bradley & Co	Singapore
Kvik	Lorange	Nor. bk	412	E. Herton	Saigon
Liberator	Vanderverd	Brit. sh	690	E. Vincent & Co	
Otto	Tschmann	Ger. bg	350	Dircks & Kruger	
Pallas	Luders	Ger. bk	527	Dircks & Kruger	
Saturnus	Wulf	Ger. bk	608	Dircks & Kruger	Singapore
St. Thomas	Hjorth	Swed. bk	287	E. Vincent & Co	
Tuck Seng	Marshall	Brit. bk	572	Order	
Vesta	Dirks	Ger. bk	302	E. Herton	
Yokohama	Silhouette	Fren. bk	786	E. Herton	

AMOY.

In port on 20th December, 1875.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
August		Brit. sch	210	Boyd & Co	
Baltic		Ger. bk	318	Pasedag & Co	
Burton Stather		Brit. bk	421	Boyd & Co	
Catherine		Dan. bk	316	H. A. Petersen & Co	Saigon
Colibri		Ger. bg	207	H. A. Petersen & Co	
Dora		Ger. bk	265	H. A. Petersen & Co	
Duke of Abercorn		Brit. sh	1069	Boyd & Co	New York
Flensborg		Dan. bk	338	H. A. Petersen & Co	
Genitiv		Ger. sch	169	Pasedag & Co	
Japan		Ger. sch	270	Pasedag & Co	
Kvik		Brit. bg	187	Boyd & Co	
Nadeshda		Dan. sch	197	H. A. Petersen & Co	Foochow
Nyborg		Dan. bk	255	H. A. Petersen & Co	
Soo Tek Seng		Siam. sch	314	Johnston & Co	Bangkok
Sudan		Ger. bk	304	Pasedag & Co	
Velos		Ger. bk	322	Pasedag & Co	
Velox		Dut. sch	187	H. A. Petersen & Co	
Vidal		Fren. bk	409	H. A. Petersen & Co	

FOOCHOW.

In port on 24th December, 1875.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
C. Palmer	Mackintosh	Brit. bk	567	Chinese	
Cyclop	Reiche	Ger. g-b.	350		
Midge	Saimond	Brit. g-b.	464		

SHANGHAI,

In port on 29th December, 1875.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Adele	Fox	Amr. sch	387	Frazar & Co	
Albert Victor	Johnson	Brit. bk	387	Gilman & Co	
Alma	Lord	Amr. bk	4[illegible]2	Nils Moller	
Almatia	Lowell	Amr. sch	387	Morris, Lewis & Co	
Belle Sauvage	Simpson	Brit. sh	868	Morris, Lewis & Co	
Ceres	Finlay	Brit. bk	453	Lane, Crawford & Co	
Chinaman	Mackenzie	Brit. bk	667	Frazar & Co	
Condor	Bruhn	Ger. bg	235	Ernst Taumeyer	
Ethiopian	Faulkner	Brit. sh	838	Adamson, Bell & Co	London
Falcon	Westhorp	Brit. bk	793	Adamson, Bell & Co	
Geo. Thompson	Mill	Brit. sh	1127	Heard & Co	
Golden State	Delano	Amr. bk	944	Russell & Co	
Hilda	Hansen	Brit. bk	306	Nils Moller	
James S. Stone	Hallett	Amr. bk	710	Frazar & Co	
Kisbon	Howitt	Brit. bk	473	Morris, Lewis & Co	
Kronprindsessen	Hansen	Dan. bk	344	Ed. Schellhass & Co	
Lady Elizabeth		Brit. bk		Order	
Leucadia	Mearns	Brit. sh	896	Adamson, Bell & Co	New York
Marie and Helene	Warnkes	Ger. bk	345	Heard & Co	
Mikado	Ilberg	Brit. sh	643	Little & Co	New York
Noemi	Ancam	Fren. bk	354	J. S. Baron	
Queen of India	Christie	Brit. bk	390	Ernst Taumeyer	
Success	Bruhn	Siam. bk	393	Choon Seng & Co	
Vesta	Percy	Amr. bk	300	Mustard & Co	
Woodlark	Lanrque	Brit. sh		Order	
W. G. Pattors	Connor	Amr. sch	518	Butterfield & Swire	

YOKOHAMA.

In port on 18th December, 1875.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Cathaya	Morgan	Brit. sh	790	J. D. Carroll & Co	
Fleetwing	Guest	Amr. bk	829	Smith, Baker & Co	
Flying Spur	Croot	Brit. bk	735	Wilkin & Robison	
Formosa	Uldemp	Ger. bk	445	H. Ahrens & Co	
Gaucho	Crighton	Brit. bk		E. C. Kirby & Co	
Mary Jane	Crighton	Brit. sch	165	E. C. Kirby & Co	
Parmenio	Abbott	Brit. bk	969	Captain	
Rona	Trunke	Brit. sh	636	Order	
Shalimar	Walker	Brit. sh	1596	Order	
Ukraine	Melcher	Amr. bk	682	P. M. S. S. Co	
Wm. Mudgett	Dickey	Amr. bk	885	Order	

MANILA.

In port on 24th December, 1875.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Aurora		Span. bk	410	Ker & Co	
B. Aymar		Amr. bk	517	Order	
Canada		Amr. bk	1130	Peele, Hubbell & Co	San Francisco
China		Span. sh	1174	Cuculla & Co	
Conchita		Span. bk	408	F. Reyes	
Flores de Maria		Span. bk	248	F. Reyes	
Francis B. Fay		Amr. bk	885	Russell & Sturgis	Boston
Game Cock		Amr. sh	1113	Russell & Sturgis	San Francisco
Harkaway		Brit. sh	763	Russell & Sturgis	New York
Leon		Span. str	700	Larrinaga & Co	Liverpool
Lizzie Iredale		Brit. bk	893	Smith, Bell & Co	Canal
Minerva		Span. bk	271	Order	
Mutlah		Brit. sh	994	Ker & Co	
Nuevo Lantaro		Span. bk	433	Inchausti & Co	
Olano		Span. bk	270	Larrinaga & Co	
Remus		Brit. bk	763	Smith, Bell & Co	
Roodee		Brit. sh	1036	Ker & Co	London
Salvadora		Span. sh	615	Cuculla & Co	Sunderland
Soeloo		Amr. sh	963	Ker & Co	Boston
Thomas Bell		Brit. sh	838	F. Richardson & Co	
William Fruing		Span. bg	261	Smith, Bell & Co	

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